

Initial Study

Franklin and Alviso Streets Partial Vacation Project

February 2016



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SECTION 1.0 INTRODUCTION AND PURPOSE

This Initial Study of environmental impacts has been prepared to conform to the requirements of the California Environmental Quality Act (CEQA), the CEQA Guidelines (California Code of Regulations 15000 et. seq.), and the regulations and policies of the City of Santa Clara. This Initial Study evaluates the potential environmental impacts which might reasonably be anticipated to result from the permanent closure of two roadway segments in the City of Santa Clara.

The City of Santa Clara is the Lead Agency under CEQA and has prepared this Initial Study to address the impacts of implementing the proposed project.

All documents referenced in this Initial Study are available for public review in the office of Planning and Inspection in Santa Clara City Hall, 1500 Warburton Avenue, during normal business hours.

SECTION 2.0 PROJECT INFORMATION

2.1 PROJECT TITLE

Franklin and Alviso Streets Partial Vacation Project

2.2 PROJECT LOCATION

The project site is comprised of segments of two public roadways, Franklin Street and Alviso Street in the southeast area of the City of Santa Clara, adjacent to Santa Clara University. The project segment of Franklin Street extends approximately 125 feet east of the Franklin Street/Lafayette Street intersection to the western edge of The Alameda. The project segment of Alviso Street extends north from Franklin Street to the southern edge of Benton Street. The roadways are shown on the following figures:

Figure 2.2-1 Regional Map

Figure 2.2-2 Vicinity Map

Figure 2.2-3 Aerial

2.3 LEAD AGENCY CONTACT

City of Santa Clara
Department of Planning and Inspection
Contact: Debby Fernandez
1500 Warburton Avenue
Santa Clara, CA 95050
(408) 615-2450

2.5 ASSESSOR'S PARCEL NUMBERS

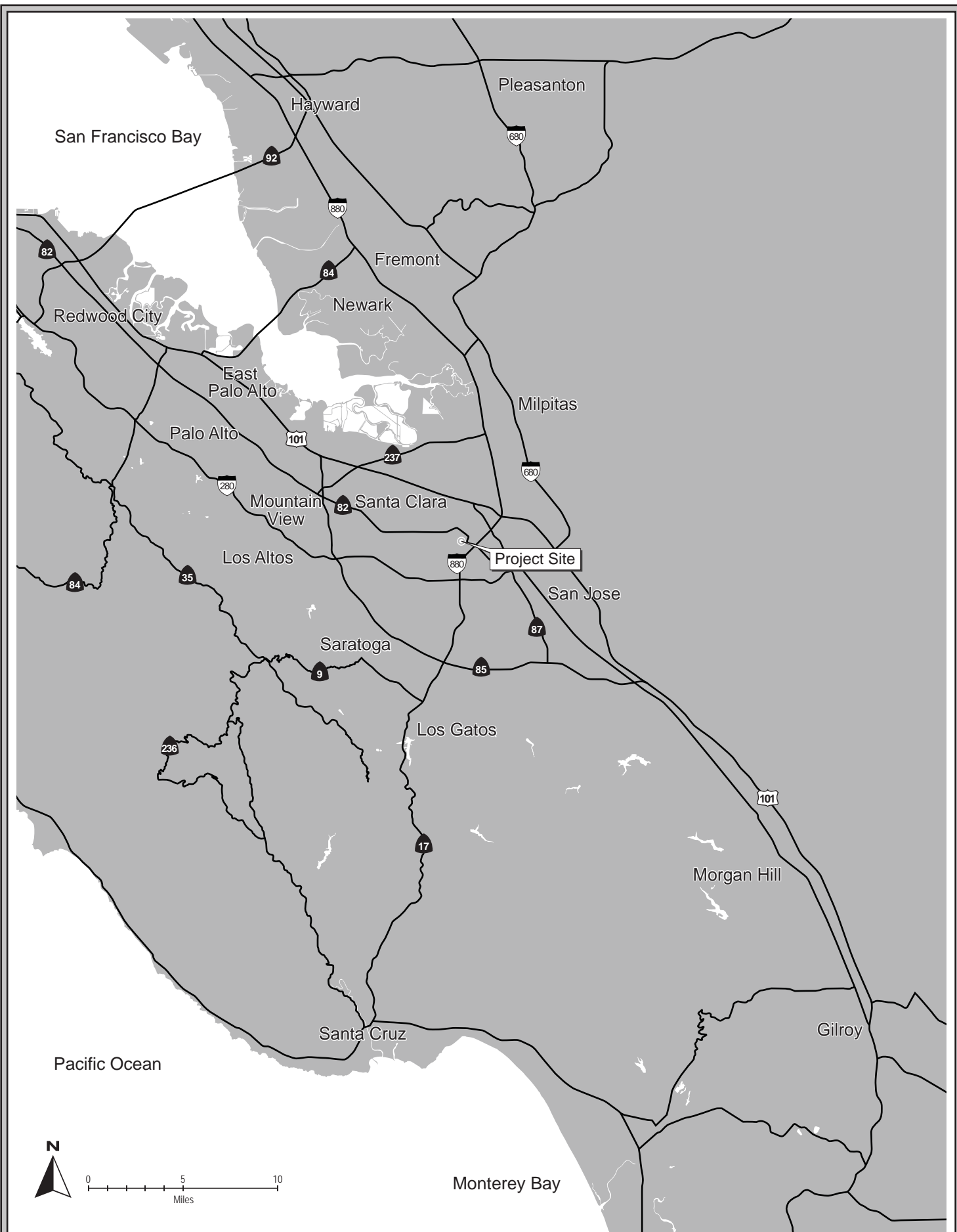
The project site is comprised of two roadway segments. Roadway segments are not assigned Assessor Parcel Numbers.

2.6 ZONING DISTRICT AND GENERAL PLAN DESIGNATIONS

The project site is comprised of two roadway segments. Roadway segments are not assigned General Plan and zoning land use designations.

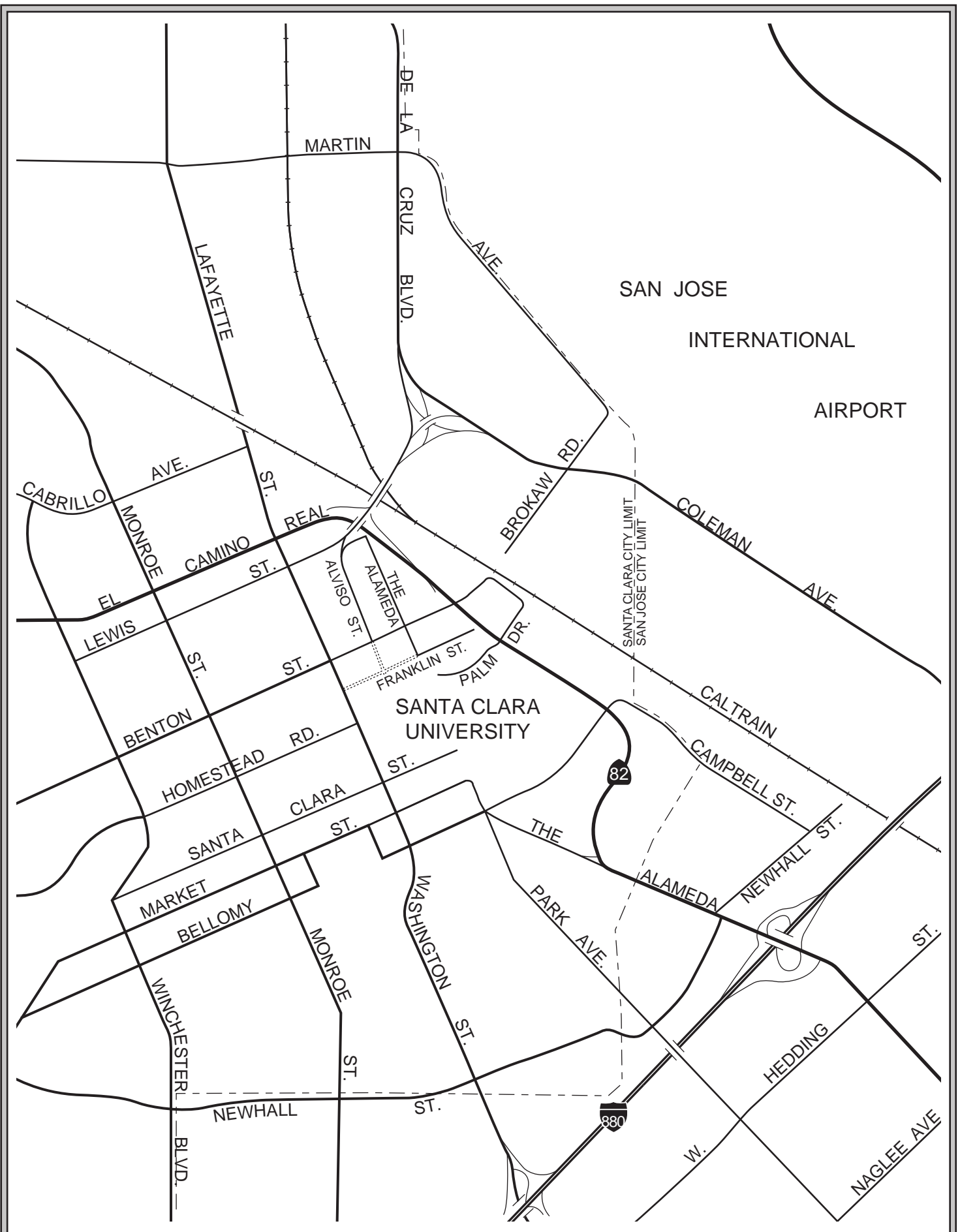
2.7 PROJECT-RELATED APPROVALS, AGREEMENTS AND PERMITS

Roadway Vacation



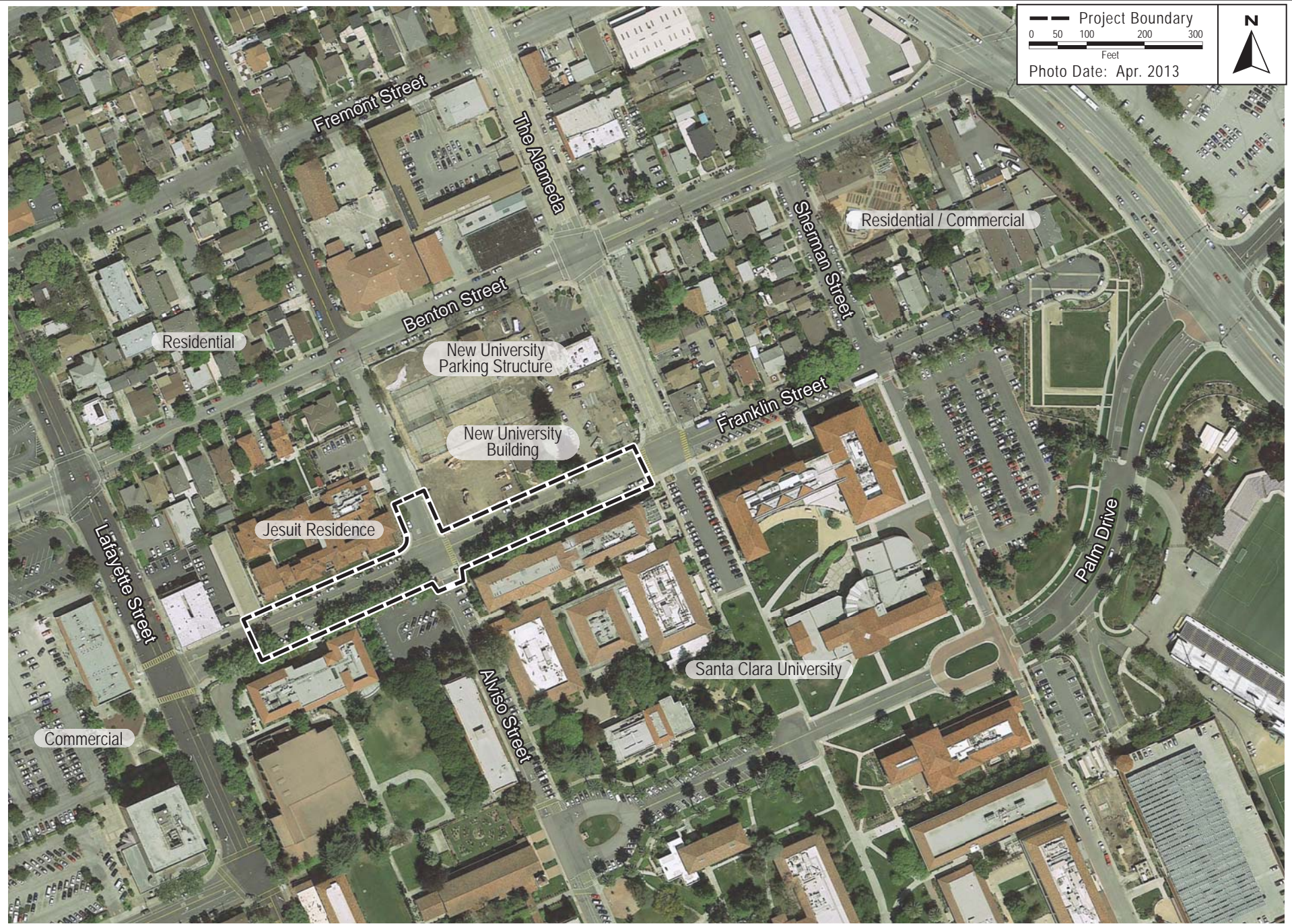
REGIONAL MAP

FIGURE 2.2-1



VICINITY MAP

FIGURE 2.2-2



AERIAL PHOTOGRAPH AND SURROUNDING LAND USES

FIGURE 2.2-3

SECTION 3.0 PROJECT DESCRIPTION

In 2005, the City of Santa Clara approved construction of the Jesuit Residence (which is affiliated with Santa Clara University) at the northwest corner of Alviso Street and Franklin Street. In 2013, the City approved construction of an Art/Art History building and parking structure for Santa Clara University (University) on most of the block bounded by Franklin Street, Alviso Street, Benton Street, and The Alameda. As a result of these projects and previous land acquisitions, Santa Clara University currently owns all land along Franklin Street approximately 90 feet from Lafayette Street eastward to The Alameda and all land along Alviso Street between Franklin Street and Benton Street. Franklin Street currently separates the Jesuit Residence and the Art/Art History Building from the main campus. The University is now proposing to close a portion of Franklin Street and Alviso Street to unify the campus as described below.

The project proposes to convert two roadway segments of Franklin and Alviso Streets to a pedestrian mall, physically linking the main University campus to existing University operations on the north side of Franklin Street between Lafayette Street and The Alameda. The roadway segments would be vacated and become part of the privately owned campus. The project segment of Franklin Street proposed to be vacated and modified extends approximately 125 feet east of the Franklin Street/Lafayette Street intersection to the western edge of The Alameda. The project segment of Alviso Street proposed to be vacated extends north from Franklin Street to the southern edge of Benton Street. Physical improvements on Alviso Street would extend north from Franklin Street to the southern end of the Jesuit Residence driveway (approximately 105 feet north of Franklin Street). See Figure 3.0-1, Site Plan.

The project would remove the existing roadway bed and install grass and pavers between the existing sidewalks. These improvements would occur on Franklin Street beginning 125 feet east of Lafayette Street eastward to the western edge of The Alameda and on Alviso Street from Franklin Street to 210 feet south of Benton Street. The new surfaces would be at-grade with the existing sidewalks. The primary paver path would be 20 feet wide and centered along both roadway segments. The pavers would allow for emergency vehicle and University maintenance vehicle access through the closed sections of Franklin Street and Alviso Street. Bollards would be installed at the three end points of the pedestrian mall to preclude other vehicles from entering the project site. Secondary paver paths would connect the primary path to the University Music Hall, Alumni Science Building, Art/Art History Building, and a small parking lot. Three smaller concrete paths would connect the primary paver path to the Jesuit Residence.

There is a small University parking lot at the southwest corner of Franklin Street and Alviso Street. This parking lot currently has access from Alviso Street and Palm Drive with an exit-only driveway on Franklin Street. The project would close the Franklin Street exit, but full access would still be provided off Palm Drive, through the campus.

The existing roadway segments total approximately 60,738 square feet. As proposed, the project would replace 23,570 square feet of impervious surfaces (pavers and concrete paths) and the remaining portion of the site would be pervious surfaces. The new pervious surface area would include an approximately 985 square foot rain garden that would be installed near the southwest corner of the Alviso Street/Franklin Street intersection for stormwater capture and treatment.

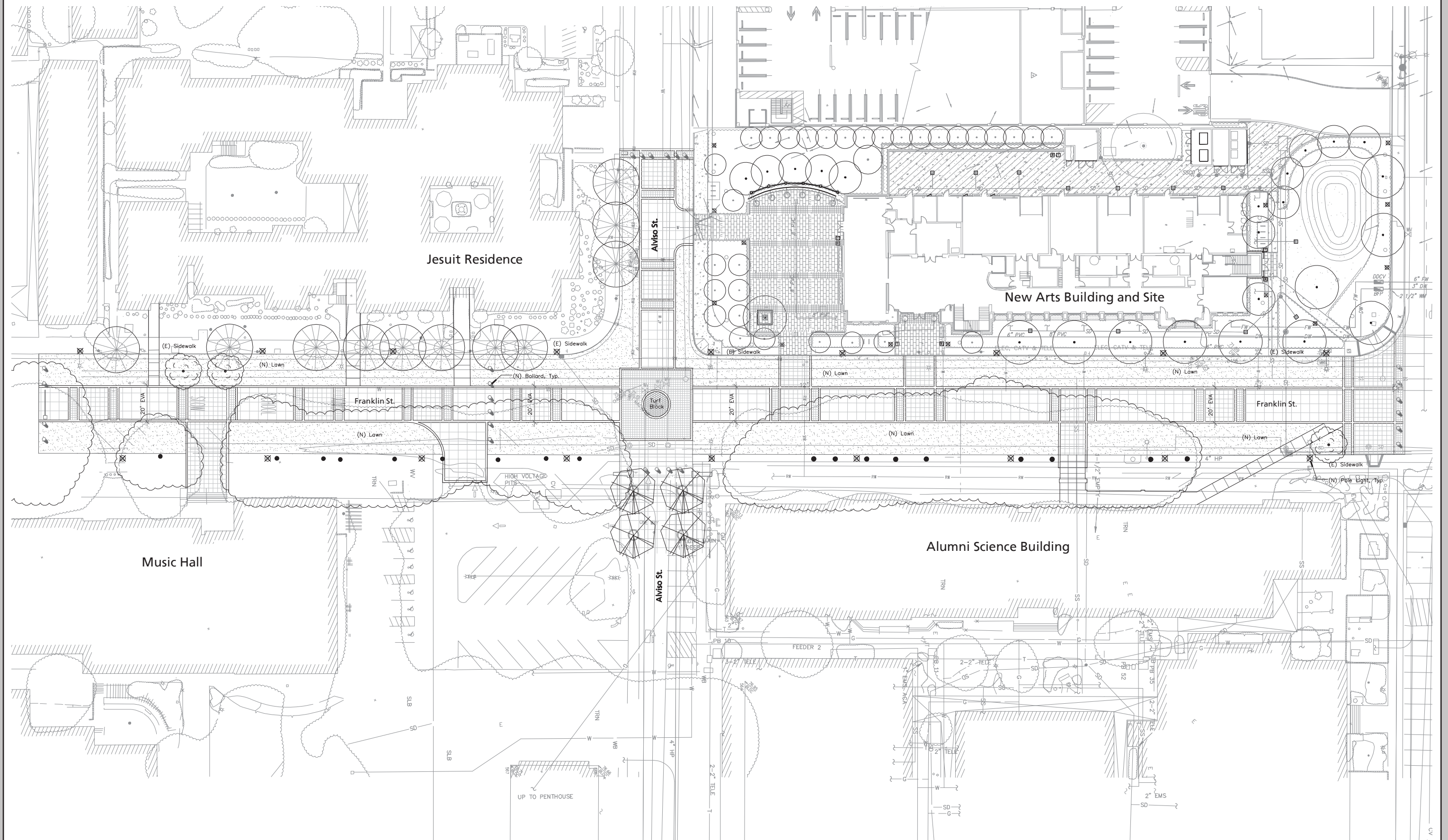


FIGURE 3.0-1

Various utility lines currently run through both roadways. While the roadway segments to be vacated would become private property, the City would maintain emergency vehicle and utility access easements for City facilities and infrastructure maintenance.

SECTION 4.0 SETTING, ENVIRONMENTAL CHECKLIST AND IMPACTS

This section describes the existing environmental conditions (i.e., the existing streetscape and surrounding land uses), as well as environmental impacts associated with the proposed project. The environmental checklist, as recommended in the California Environmental Quality Act (CEQA) Guidelines, identifies environmental impacts that could occur if the proposed project is implemented.

The right-hand column in the checklist lists the source(s) for the answers to each question. The sources cited are identified at the end of this section. Mitigation measures are identified for all significant project impacts. “Mitigation Measures” are measures that will minimize, avoid, or eliminate a significant impact (CEQA Guidelines Section 15370). Measures that are required by law or are City standard conditions of approval are categorized as such and are not listed as mitigation. Measures proposed by the project that will further reduce or avoid already less than significant impacts are categorized as “Avoidance Measures.”

Since the project’s impacts are measured against a baseline that consists of the existing physical conditions (i.e., public streets), little or no physical impact would occur in many of the resource areas typically evaluated in an Initial Study. No impacts will occur because other than the closure of two roadway segments, no changes in land use will happen under the proposed project. Section 4.1 of this document is a checklist of those resource areas that will not experience measurable impacts from the proposed project.

The resource areas within which the proposed project may result in some impacts or changes were identified as: Aesthetics, Air Quality, Biological Resources, Cultural Resources, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use, Noise, and Transportation. Each of these resource areas are addressed separately and in greater detail in Sections 4.2 – 4.10 of this report.

4.1 AREAS OF NO MEASURABLE IMPACT

Agricultural and Forest Resources

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
Would the project:					
1. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,3
2. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,3

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
Would the project:					
3. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,3
4. Result in a loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,3
5. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,3

Geology and Soils

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
Would the project:					
1. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:					
a. Rupture of a known earthquake fault, as described on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,3
b. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,3
c. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,3
d. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,3
2. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,3
3. Be located on a geologic unit or soil that is unstable, or that will become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,3

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
Would the project:					
4. Be located on expansive soil, as defined in Section 1802.3.2 of the California Building Code (2007), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,3
5. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,3

Greenhouse Gas Emissions

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
Would the project:					
1. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,3
2. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,3

Mineral Resources

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
Would the project:					
1. Result in the loss of availability of a known mineral resource that will be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,3
2. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,3

Population and Housing

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
Would the project:					
1. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,3
2. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,3
3. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,3

Public Services

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
1. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:					
Fire Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,3
Police Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,3
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,3
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,3
Other Public Facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,3

Recreation

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
1. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility will occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,3
2. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,3

Utilities and Service Systems

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
Would the project:					
1. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,3
2. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,3
3. Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,3
4. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,3
5. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,3
6. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,3
7. Comply with federal, state and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,3

4.2 AESTHETICS

4.2.1 Setting

The project site is comprised of segments of two roadways, Franklin Street and Alviso Street. The project segment of Franklin Street extends approximately 125 feet east of the Franklin Street/Lafayette Street intersection to the western edge of The Alameda. This segment is a two-lane, tree-lined roadway with parallel and diagonal parking on both sides of the street. The northern frontage of this segment is developed with a small apartment building owned by the University and the Jesuit Residence. A new Art/Art History building for the University has been constructed along this segment between Alviso Street and The Alameda. The southern frontage is developed with two University buildings, the Music & Dance Facility and the Alumni Science Hall.

The project segment of Alviso Street extends north from Franklin Street to the southern end of Benton Street. This segment is a two-lane roadway with minimal landscaping and parallel parking on both sides of the street. The Jesuit Residence and University owned historic craftsman bungalow are located along the western frontage of the roadway. The new Art/Art History building is located along the eastern frontage.

The project site and the surrounding area are relatively flat and, therefore, the site is only visible from the immediate area. The project site is not located within a designated scenic area or corridor based on the City of Santa Clara General Plan.

Sources of light and glare are abundant in the urban environment of the project area including, but not limited to, street lights parking lot lights, security lights, vehicular headlights, internal building lights, and reflective building surfaces and windows.

4.2.2 Environmental Checklist and Discussion of Impacts

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
Would the project:					
1. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,3
2. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,3
3. Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,3
4. Create a new source of substantial light or glare which will adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2,3

4.2.2.1 Aesthetic Impacts

The proposed project would close portions of two roadway segments along Franklin Street and Alviso Street to vehicular traffic and convert them into a pedestrian mall. The pavement would be replaced with landscaping and decorative hardscape and would visually extend the boundary of the University campus to the University buildings on the north side of Franklin Street between Lafayette Street and The Alameda. The sidewalks and curbs would be maintained, therefore, preserving the appearance of the street grid. The proposed project would substantially alter the visual character of the project site compared to the existing conditions, but the change would be beneficial as it would increase the amount of open space in the immediate area by replacing asphalt/hardscape with decorative pavers and landscaping. The project would not obscure any scenic vistas, damage scenic resources, or degrade the visual quality of the area. **(No Impact)**

The new pedestrian mall would have lighting throughout, comparable to the lighting along existing pedestrian corridors within the campus. The lighting plan would be required to comply with the City's Community Design Guidelines including shielding or directing lights away from nearby properties and roadways and minimizing up-lighting. No structures are proposed so there would be no reflective materials that would create glare with illumination by outdoor lighting or sun light. Therefore, the proposed project would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the project area. **(Less Than Significant Impact)**

4.2.3 Conclusion

The project would have a beneficial impact on the visual character of the project area. The project would not create significant additional sources of light or glare and would not impact any scenic resources. **(Less Than Significant Impact)**

4.3 AIR QUALITY

4.3.1 Setting

4.3.1.1 Background Information

Air quality and the amount of a given pollutant in the atmosphere are determined by the amount of a pollutant released and the atmosphere's ability to transport and dilute the pollutant. The major determinants of transport and dilution are wind, atmospheric stability, terrain and for photochemical pollutants, sunshine. The Bay Area typically has moderate ventilation, frequent inversions that restrict vertical dilution, and terrain that restricts horizontal dilution. These factors give the Bay Area a relatively high atmospheric potential for pollution.

The Bay Area Air Quality Management District (BAAQMD) monitors air quality at several locations within the San Francisco Bay Air Basin. As shown in Table 4.3-1, violations of State and Federal standards at the downtown San José monitoring station (the nearest monitoring station to the project site) during the 2012-2014 period (the most recent years for which data is available) include high levels of ozone, PM₁₀, and PM_{2.5}.¹ Violations of carbon monoxide (CO) standards have not been recorded since 1992.²

TABLE 4.3-1 Number of Ambient Air Quality Standards Violations and Highest Concentrations (2012-2014)				
Pollutant	Standard	Days Exceeding Standard		
		2012	2013	2014
SAN JOSÉ STATION				
Ozone	State 1-hour	1	1	0
	Federal 8-hour	0	1	0
Carbon Monoxide	Federal 8-hour	0	0	0
	State 8-hour	0	0	0
Nitrogen Dioxide	State 1-hour	0	0	0
PM ₁₀	Federal 24-hour	0	0	0
	State 24-hour	1	5	1
PM _{2.5}	Federal 24-hour	2	6	2

The pollutants known to exceed the State and Federal standards in the project area are regional pollutants. Ozone (O₃), PM₁₀, and PM_{2.5} are all considered regional pollutants because the concentrations are not determined by proximity to individual sources, but rather show a relative uniformity over a region.

The Bay Area as a whole does not meet State or Federal ambient air quality standards for ground level O₃ or State standards for PM₁₀, and PM_{2.5}. Based on air quality monitoring data, the California

¹ PM refers to Particulate Matter. Particulate matter is referred to by size (i.e., 10 or 2.5) because the size of particles is directly linked to their potential for causing health problems.

² Bay Area Air Quality Management District. Annual Bay Area Air Quality Summaries.

<http://www.baaqmd.gov/about-air-quality/air-quality-summaries> Accessed February 10, 2016.

Air Resources Board (CARB) has designated Santa Clara County as a “nonattainment area” for O₃ and PM₁₀ under the California Clean Air Act. The County is either in attainment or unclassified for other pollutants.

4.3.1.2 Existing Air Emissions

The project site is two roadway segments. While automobiles traveling on these roadways generate emissions, the roadways themselves do not generate emissions or contribute to local and regional air pollutant levels.

4.3.1.3 Sensitive Receptors

BAAQMD defines sensitive receptors as facilities where population groups that are particularly sensitive to the effects of air pollutants (i.e., children, the elderly, and people with illnesses) are likely to be located. Examples include schools, hospitals, and residential areas. There are sensitive receptors within the residential neighborhood north and east of the project site and the Jesuit Residence adjacent to the site.

4.3.2 Environmental Checklist and Discussion of Impacts

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
Would the project:					
1. Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,3,4
2. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2,3,4,5
3. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is classified as non-attainment under an applicable federal or state ambient air quality standard including releasing emissions which exceed quantitative thresholds for ozone precursors?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,3,4
4. Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1,2,3,4
5. Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2,3

4.3.2.1 Operational Impacts to Regional and Local Air Quality

Operational Emissions

The proposed pedestrian mall would not have any mechanical equipment or operations that would generate emissions. The pedestrian mall would operate as a pedestrian pathway (i.e., “promenade”)

between the main campus and the University buildings on the north side of Franklin Street between Lafayette Street and The Alameda. It may also be used as passive open space. None of these activities would increase local or regional air emissions and the project will have no operational air quality impacts. **(No Impact)**

Carbon Monoxide Emissions

Congested intersections with a large volume of traffic have the greatest potential to cause high-localized concentrations of carbon monoxide (CO). BAAQMD screening criteria indicate that a project would have a less than significant impact to CO levels if project traffic would not increase traffic levels at any affected intersection to more than 44,000 vehicles per hour. The project would not result in any increase in daily traffic trips, but would result in changes to overall traffic circulation in the immediate project area, causing automobiles to divert from Franklin Street to Benton Street (one street to the north). While this would increase the number of automobiles traveling through intersections on Benton Street, traffic volumes would still be well below the 44,000 vehicle per hour threshold, as discussed in Section 4.10. Therefore, the project would not result in significant CO impacts. **(Less Than Significant Impact)**

4.3.2.2 Construction Impacts

Construction activities on the site would include demolition of the existing hardscape, excavation, and grading of the site which would generate dust and other particulate matter. The generation of dust and other particulate matter could temporarily impact nearby receptors.

Impact AIR-1: Construction activities would generate dust and other particulate matter that could impact adjacent and nearby residents. **(Significant Impact)**

Mitigation and Avoidance Measures

Project Specific Mitigation Measures

The following mitigation measures will be implemented during construction to reduce dust impacts:

- MM AIR 1-1:** All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.
- MM AIR 1-2:** All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
- MM AIR 1-3:** All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
- MM AIR 1-4:** All vehicle speeds on unpaved roads shall be limited to 15 mph.

- MM AIR 1-5:** All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.
- MM AIR 1-6:** Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to five minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.
- MM AIR 1-7:** All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.
- MM AIR 1-8:** Install construction screening around the perimeter of the project site.
- MM AIR 1-9:** Post a publicly visible sign with the telephone number and person to contact at the construction firm regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.

Implementation of the proposed mitigation measures would reduce dust and particulate matter generation on-site to a less than significant level. **(Less Than Significant Impact With Mitigation)**

4.3.2.3 Odors

The project would generate localized emissions of diesel exhaust during construction equipment operation and truck activity. These emissions may be noticeable from time to time by adjacent receptors. Odors would, however, be localized and temporary and are not likely to significantly affect people off-site. Once operational, the pedestrian mall would not generate any odors. **(Less Than Significant Impact)**

4.3.3 Conclusion

The project would not result in significant operational regional or local air quality impacts. Implementation of the identified mitigation measures would reduce short-term construction-related impacts to a less than significant level. The project would not expose sensitive receptors to substantial pollutant concentrations or odors. **(Less than Significant Impact with Mitigation)**

4.4 BIOLOGICAL RESOURCES

4.4.1 Setting

The project site is located in a highly developed urban habitat. Urban habitats typically include street trees, landscaping, lawns and vacant lots, and provide food and shelter for wildlife able to adapt to this modified environment. There is no vegetation on the project site, but there are street trees along the roadway segments. There are no sensitive habitats or special status plant or animal species on-site, due to a lack of habitat to support them.

4.4.1.1 Trees

Mature trees (both native and non-native) are valuable to the human environment for the benefits they supply for resisting global climate change (i.e., carbon dioxide absorption), protection from weather, because they provide nesting and foraging habitat for raptors and other migratory birds, and because they are a visual enhancement.

City policy (General Plan Policy 5.10.1-P4) is to protect all healthy cedars, redwoods, oaks, olives, bay laurel and pepper trees of any size and all other trees over 36 inches in circumference (approximately 11 inches in diameter) as measured 48 inches above the ground surface.

4.4.2 Environmental Checklist and Discussion of Impacts

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
Would the project:					
1. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1,2,3
2. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,3
3. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,3

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
Would the project:					
4. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,3
5. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2,3
6. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,3

4.4.2.1 Biological Resources Impacts

Because of the history of development in the project area, no natural or sensitive habitats are present on the project site or in the surrounding area. The project site is approximately 1.4 miles away from the nearest riparian habitat (Guadalupe River). As a result, no substantial impacts to natural plant communities or habitats would occur as a result of the project. In addition, implementation of the proposed project would not impact any special status or endangered species. The project would not conflict with any local policies or ordinances that protect biological resources. The project site is not located within, nor would it conflict with, an adopted Habitat Conservation Plan (HCP), Natural Community Conservation Plan (NCCP) or other approved local, regional, or State habitat conservation plan. **(No Impact)**

Nesting Raptors and Migratory Birds

The project site is currently developed with two roadways and does not contain any landscaping. There are, however, mature street trees adjacent to the roadways that may provide nesting habitat for raptors and/or migratory birds. It is unlikely that the project site provides foraging habitat.

Nesting raptors and other migratory birds are protected under the Migratory Bird Treaty Act and California Department of Fish and Wildlife (CDFW) Code Sections 3503, 3503.5, and 2800. As stated above, raptors (such as falcons, hawks, eagles, and owls) and other migratory birds may utilize the large trees adjacent to the site for nesting and limited foraging. Construction disturbance near raptor nests can result in the incidental loss of fertile eggs or nestlings, or otherwise lead to nest abandonment.

Disturbance that causes abandonment and/or loss of reproductive effort is considered a taking by the CDFW. Any loss of fertile eggs, nesting raptors, or any activities resulting in nest abandonment by migratory birds would constitute a significant impact.

Impact BIO-1: Construction activities associated with the proposed project could result in the loss of fertile eggs, nesting raptors or other migratory birds, or nest abandonment. **(Significant Impact)**

Mitigation and Avoidance Measures

The following mitigation measures will be implemented by the project during construction to avoid abandonment of raptor and other protected migratory birds nests:

MM BIO 1-1: Construction shall be scheduled to avoid the nesting season to the extent feasible. The nesting season for most birds, including most raptors, in the San Francisco Bay area, extends from February 1 through August 31.

MM BIO 1-2: If it is not possible to schedule demolition and construction between September and January, pre-construction surveys for nesting birds shall be completed by a qualified ornithologist to ensure that no nests will be disturbed during project implementation. This survey shall be completed no more than 14 days prior to the initiation of construction activities during the early part of the breeding season (February 1 through April 30) and no more than 30 days prior to the initiation of these activities during the late part of the breeding season (May 1 through August 31). During this survey, the ornithologist will inspect all trees and other possible nesting habitats immediately adjacent to the construction areas for nests. If an active nest is found sufficiently close to work areas to be disturbed by construction, the ornithologist, in consultation with California Department Fish and Wildlife, will determine the extent of a construction-free buffer zone to be established around the nest, typically 250 feet, to ensure that raptor or migratory bird nests will not be disturbed during project construction.

4.4.2.2 Trees

On-Site Trees

There are no trees on the project site and, as a result, no tree will be removed to implement the proposed project. **(No Impact)**

Trees on Adjacent Properties

There are numerous trees adjacent to the boundaries of the site. The root systems and canopies of these trees extend onto the project site. The project includes the following measures as a Condition of Approval to limit indirect impacts to off-site tree health during demolition, clearing, grading, excavation, and construction near trees growing along the property lines:

- To the extent feasible, no site clearing, grading, excavation, or construction shall occur within the drip line of existing trees.

- If site clearing, grading, excavation or construction must occur within the drip line of existing trees, these activities shall be done under direct supervision of a Certified Arborist (Certification of International Society of Arboriculture). No cutting of any part of private trees, including roots, shall be done without direct supervision of the Certified Arborist and prior notification of the owners of the trees.
- Materials, equipment, temporary buildings, fuels, paints and other construction items shall not be placed within the drip line of existing trees.
- Any cutting of existing roots shall be done with light, approved equipment under the direct supervision of the Certified Arborist.
- Grading shall not create drainage problems for trees by channeling water into them, or creating sunken areas.
- If any adjacent tree is damaged so that removal is required, the trees will be replaced on-site or along the project roadway segments at a minimum 2:1 ratio consistent with City Policy 5.3.1-P10.

With supervision of site clearing and construction activities by a Certified Arborist and implementation of the aforementioned required measures, in accordance with International Society of Arboriculture standards, adverse impacts to adjacent trees would be avoided. **(Less Than Significant Impact)**

4.4.3 Conclusion

Implementation of the proposed mitigation would reduce impacts on raptors and other migratory birds to a less than significant level. **(Less Than Significant with Mitigation)**

The project would have a less than significant impact on trees. **(Less Than Significant Impact)**

The project would have no impact on special-status/endangered species or native habitats. The project would have no impact on any approved habitat conservation plan. **(No Impact)**

4.5 CULTURAL RESOURCES

The following discussion is based on a Cultural Resources Treatment Plan prepared by *Albion Environmental* in January 2014. The cultural resources treatment plan is on file at the Santa Clara Department of Planning and Inspection.

4.5.1 Setting

4.5.1.1 Prehistoric Resources

Overview

Native Americans occupied Santa Clara Valley and the greater Bay Area for more than 1,000 years. The exact time period of the Ohlone (originally referred to as Costanoan) migration into the Bay Area is debated by scholars. Dates of the migration range between 3000 B.C. and 500 A.D. Regardless of the actual time frame of their initial occupation of the Bay Area and, in particular, Santa Clara Valley, it is known that the Ohlone had a well-established population of approximately 7,000 to 11,000 people with a territory that ranged from the San Francisco Peninsula and the East Bay south through the Santa Clara Valley and down to Monterey and San Juan Bautista.

The Ohlone lived in small villages referred to as tribelets. Each tribelet occupied a permanent primary habitation site and also had smaller resource procurement camps. The Ohlone, who were hunter/gatherers, traveled between their various village sites to take advantage of seasonal food resources (both plants and animals). During winter months, tribelets would merge to share food stores and engage in ceremonial activities.

Alameda Native American Burial Site (CA-SCL-755)

The Alameda Native American burial site is a prehistoric internment site that was originally discovered in the 1920s. The site is beneath the Alameda Mall on the University campus and is the nearest recorded prehistoric site to the project site. Discoveries on this site included 31 Native American burials and associated artifacts such as Olivella beads, Halotis ornaments, a bone pendant, and crab claw beads. To date, the site's exact boundaries have not been definitively determined. Nevertheless, the site demonstrates that the immediate project area was occupied by Ohlone in the prehistoric period.

4.5.1.2 Historic Subsurface Resources

Mission Period

Spanish explorers began coming to Santa Clara Valley in 1769. From 1769 to 1776 several expeditions were made to the area during which time the explorers encountered the Native American tribes who had occupied the area since prehistoric times. Expeditions in the Bay Area and throughout California lead to the establishment of the California Missions. The founding of the Missions began the attempted assimilation of the area's indigenous inhabitants into the culture of the new European settlers.

The first Mission Santa Clara was founded in 1777 near what is today the Kifer Road/De La Cruz Boulevard intersection. The first Mission was destroyed by the flooding of the Guadalupe River in 1779 and a temporary second Mission Santa Clara was constructed near the present day Martin Avenue/De La Cruz Boulevard intersection while a new permanent location for the Mission was sought.

The third Mission Santa Clara was constructed in 1781 on what is now the Santa Clara University campus. The third site proved to be a suitable location and the Mission remained at this site until it was damaged by an earthquake in 1818. A temporary church (the fourth Mission) was constructed near the present day Kenna Hall. In 1822, the fifth and final Mission church was constructed. With construction of the third Mission, the Mission settlement at the University continually expanded and rebuilt until 1834 when the new Mexican government began to secularize the mission lands.

Third Mission Santa Clara (CA-SCL-30/H)

The third Mission Church, located near the entrance of the University, and associated cemetery are considered an archaeological preserve. Burials, adobe foundations, beads, tiles, and other artifacts related to the Mission have been discovered. It is known that the Mission included the church, an orchard, irrigation canal, slaughter yard, tanning vats, the cemetery, and housing for both the settlers and neophyte residents.

The documented portions of the third Mission site are located in proximity to the project site. The full boundaries of the Mission site are, however, not yet known. Based on previous and recent archaeological studies and discoveries, the project site is located within or immediately adjacent to the boundary area of the Mission site.

Post-Mission and American Period

Mission Santa Clara was officially secularized in 1836, and the Native population in the immediate area was just over 300 persons. At this time, the lands around the Mission began to be transformed into residential lands with some small farms. American settlers began arriving in Santa Clara as early as 1841 and the Native Americans were forced to adapt or relocate. By 1845, the former neophyte population of the area was only 130 persons. By 1850 (the year California officially achieved statehood), settlers dominated the project area and the remaining Native American population was, for the most part, living and working on nearby rancherias or at the Inigo reservation.

The first survey to plat “blocks, streets, and squares” for the Town of Santa Clara was made in 1847. This was the basis for the town’s formal configuration and current street grid system in the project area.

The Jesuit College of Santa Clara was established within the fifth Mission church and quadrangle in 1851 and the Town of Santa Clara was officially incorporated in 1852. The establishment of the college influenced the development of the surrounding area. During this period, the project area was developed with houses and small orchards. By 1887, development of commercial businesses was occurring in the project area including a saloon, a billiard hall, bowling alleys, a beer bottling plant, and a community center.

During the later 19th and early 20th century, the project area was home to a substantial German immigrant population. The neighborhood established north of Franklin Street was most heavily influenced by this group. During this time, the small farms gave way to additional housing and the University began to expand.

Between 1915 and the 1980's the area remained relatively intact. The composition of the project area began to change in the 1980's when the University began expanding their office and parking facilities north of Franklin Street. Redevelopment of the project area has uncovered a substantial amount of Post-Mission/American Period artifacts in privies and sheet scatter including bottles, ceramics, glass beads, and other similar artifacts.

Franklin Street

By the 1860's, Franklin Street had developed into an important commercial street within the Town of Santa Clara, with the town's business center located at the intersection of Franklin Street and Main Street.³ Because Franklin Street connected to The Alameda, it also became the main road for goods and travelers between Santa Clara and San Jose.

Stagecoach service was established along Franklin Street and The Alameda in the late 1850's traveling from downtown San Jose to the intersection of Franklin and Main Streets. The San Francisco and San Jose Railroad began operation between San Jose and San Francisco by 1864 and the Santa Clara Train Depot was constructed. The depot was located east of the project area on the east side of the rail tracks, near Benton Street. While not within the downtown area, the segment of Franklin Street between Lafayette Street and The Alameda was part of the primary travel route between downtown Santa Clara and the Santa Clara Train Depot via Benton Street.

As the population of the area grew, the need for more transit options grew as well. In 1868, the San Jose and Santa Clara Horse Railroad was established. This line followed the existing stagecoach route from First Street in San Jose, down The Alameda to Franklin Street, terminating at Franklin and Main Streets. Both the stagecoach and the rail line operated along this travel corridor until the mid-1870's when the stagecoach ceased operation.

In the early 1870's, the San Francisco and San Jose Railroad merged with Southern Pacific Railroad Company and in 1877, the Santa Clara Train Depot was relocated to the west side of the rail line. Franklin Street was officially extended at this time to connect to the new depot. The following year, the South Pacific Coast Railroad established a rail line near Benton and Sherman Streets, further increasing the importance of the project area.

In 1888, a new electric rail line began operation between San Jose and Santa Clara. The line ended at the Santa Clara city limits, however, and horse cars were employed to cover the remaining distance. The original electric system was underground and unreliable. By 1890 it was replaced by an overhead electrical system and extended into Santa Clara. As a result of the new trolley system, Santa Clara passed an ordinance requiring property owners on Franklin Street between Lincoln and Alviso to lay stone sidewalks.

³ Franklin Street is no longer a contiguous roadway. The downtown segment is separated from the project segment by a commercial center.

In the early 1900's the segment of Franklin Street within the downtown area continued to grow in importance with new businesses and construction of a new City Hall and library. Between Lafayette Street and Grant Street (renamed The Alameda), Franklin Street remained a mix of residential and commercial development. Expansion of Santa Clara College in 1911, however, began to change the landscape on the south side of Franklin Street, including the closure of Alviso Street south of Franklin Street. In 1938, the trolley line that traveled down Franklin Street was removed and the road paved. As noted above, between 1915 and the 1980's the area around Franklin Street remained relatively intact. The composition of Franklin Street and the project area began to change again in the 1980's, when the University began expanding their office and parking facilities north of Franklin Street.

Currently, two sections of the original Franklin Street alignment still exist. One section is located between Monroe Street and Lincoln Street (four block west of the project segment where it terminates at the Carmelite Mission) and the other is located between Lafayette Street and a point just east of Sherman Street (which includes the project segment). Due to the rerouting of El Camino Real in 1985, Franklin Street no longer connects to the railroad depot and ends in a cul-de-sac approximately 85 feet west of El Camino Real. Except for the building on the northeast corner of Lafayette Street and Franklin Street, all original structures on Franklin Street between Lafayette Street and The Alameda have been removed and replaced with various University buildings and operations. Between The Alameda and the cul-de-sac, Franklin Street still remains primarily residential.

Alviso Street

Alviso Street between Benton Street and Franklin Street was originally occupied by residences and the Verin Club (Circa 1870). The only original building remaining on this section of Alviso Street is the Larder House (circa 1866), which is one of the original houses associated with the German settlement of the project area. The Larder House has been moved from its original mid-block location to the southeast corner of Alviso Street and Benton Street to facilitate development of the new University parking structure.

4.5.1.3 City of Santa Clara Criteria for Local Significance

The Criteria for Local Significance were adopted on April 20, 2004, by the Santa Clara City Council. Any building, site, or property in the City that is 50 years old or older and meets certain criteria of architectural, cultural, historical, geographical or archeological significance is potentially eligible.

Criterion for Historical or Cultural Significance

To be historically or culturally significant, a property must meet at least one of the following criteria:

1. The site, building or property has character, interest, integrity and reflects the heritage and cultural development of the city, region, state, or nation.
2. The property is associated with a historical event.
3. The property is associated with an important individual or group who contributed in a significant way to the political, social and/or cultural life of the community.

4. The property is associated with a significant industrial, institutional, commercial, agricultural, or transportation activity.
5. A building's direct association with broad patterns of local area history, including development and settlement patterns, early or important transportation routes or social, political, or economic trends and activities. Included is the recognition of urban street pattern and infrastructure.
6. A notable historical relationship between a site, building, or property's site and its immediate environment, including original native trees, topographical features, outbuildings or agricultural setting.

4.5.2 Environmental Checklist and Discussion of Impacts

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
Would the project:					
1. Cause a substantial adverse change in the significance of an historical resource as defined in §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1,2,3,6
2. Cause a substantial adverse change in the significance of an archaeological resource as defined in §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1,2,3,6
3. Directly or indirectly destroy a unique paleontological resource or site, or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,3
4. Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1,2,3,6

4.5.3 **Prehistoric and Historic Subsurface Resources Impacts**

4.5.3.1 **Prehistoric and Historic Resources**

The project area is known to contain subsurface historic artifacts associated with the Santa Clara Mission, the German community of Santa Clara, and the electric rail line (trolley). Mission Period and Early American Period artifacts have been found adjacent to the proposed project site, most recently during construction of the Art/Art History Building and parking structure. It is also known that some of the railroad ties from the electric rail line are located just beneath the existing Franklin Street roadway. Historic resources directly associated with occupation of the project area could provide valuable information on critical time periods in Santa Clara's history.

While there is some potential for prehistoric artifacts to be located within the road right-of-way, most of the improvements would occur within the shallow soil layers and would not likely disturb prehistoric resources. Any trenching for new lighting or other infrastructure could, however, expose deeper native soil layers which may contain prehistoric resources. Therefore, implementation of the proposed project could result in the exposure or destruction of as yet unrecorded subsurface historic and/or prehistoric archaeological artifacts.

Human remains have been found east and south of the project site. As a result, there is some potential for the project to uncover human remains during construction.

Impact CUL-1: Implementation of the proposed project could result in the exposure or destruction of as yet unrecorded subsurface historic and prehistoric archaeological artifacts and/or human remains. **(Significant Impact)**

Mitigation and Avoidance Measures

City Requirements

City policy requires that within areas of the City deemed to have the potential to contain subsurface archaeological resources, the City may require that an applicant retain the services of a qualified archaeologist to monitor earth-moving activities. Since the project site is in an archaeologically sensitive area, the proposed project will be subject to the requirements of this policy, as described below.

Monitoring shall consist of coordinating subsurface work to allow for the careful examination of vertical and horizontal soil relationships for the purpose of seeking positive archaeological finds (prehistoric and/or historic). The monitor must maintain a field log of their presence and observations, carefully noting soil conditions. The archaeological monitor must be pre-approved by the Director of Planning and Inspection. After written approval, the Planning Division must be notified at least 48 hours prior to any grading or other subsurface work on the site and the applicant must provide a written protocol which stipulates the manner in which the applicant shall comply with the monitoring requirements. In the event cultural resources are encountered, all work within proximity of the find shall temporarily halt so the archaeologist can examine the find and document its provenience and nature (drawings, photographs, written description). The archaeological monitor will then direct the work to either proceed if the find is deemed to be insignificant, or instruct the work to continue elsewhere or cease until adequate mitigation measures are adopted.

For areas where it is reasonably certain artifacts will be discovered, the City requires a Treatment Plan be prepared and implemented. The key elements of the Treatment Plan must include the following:

- Identify scope of work and range of subsurface effects (including location map and development plan).
- Describe the environmental setting (past and present) and the historic/prehistoric background of the parcel (potential range of what might be found).
- Develop research questions and goals to be addressed by the investigation (what is significant vs. what is redundant information).
- Detail field strategy used to record, recover, or avoid the finds and address research goals.
- Analytical methods.
- Report structure and outline of document contents.
- Disposition of the artifacts.
- Appendices: all site records, correspondence, consultation with Native Americans, etc.

In addition to the City's monitoring requirements, the Treatment Plan proposed as part of the project (see discussion below) includes all the City's requirements for preparation of a Treatment Plan and has been tiered off of the approved Master Cultural Resources Treatment Plan for the Santa Clara University campus.

Project Specific Mitigation Measures

A Cultural Resources Treatment Plan will be implemented as follows:

MM CUL 1-1: Field Work: Prior to initiation of archaeological fieldwork, the following actions will occur:

- Coordination with SCU maintenance staff and USA to mark the location of known utilities.
- Fencing in of the area under investigation, with a visual barrier covering for security purposes.
- Preparation of an updated Field Manual. The Field Manual will contain requisite field forms and instructions, profile and mapping instructions, and other recordation details. The Field Manual will also summarize the known occupation of the Project Area, and provide contact information.
- Previous archaeological discoveries and utility trenching on Franklin and Alviso Streets revealed information about horizontal stratigraphy below the current street surface. This information will be contained in the Field Manual.
- The Field Manual also will address the location, contents, and interpretations of previously excavated features, including American Period pit features on Franklin and Alviso Streets and the remains of the trolley lines on Franklin Street.
- The Field Manual will also discuss more up-to-date construction plans, and phased approaches to the block investigation.
- Finally the Field Manual will describe the University's policies on site security, visitation, restrictions on disseminating information in any form (social media, photography, speaking with members of the press), and publication of findings.

Archaeological investigation will then begin, with the following guidelines and actions:

- Archaeologists will direct the stripping away of the concrete and asphalt roadway on Franklin and Alviso Streets. Because the redwood ties from the trolley lines are just below the concrete roadbed on Franklin Street, the concrete will be cut and removed carefully in sections to leave as many ties as possible in their original locations. Construction crews will remove as large a section as feasible at a time so archaeologists can record substantial sections of the trolley line.
- Archaeologist will then direct the removal of the best preserved railroad ties and any associated artifacts. These materials will be stored in a safe

location for possible use in interpretive displays or final design treatments.

- Construction crews will remove sidewalks, gutters, and landscaping and excavate the stormwater retention basin (raingarden) in a similar fashion so that archaeologists can identify, record and assess any Mission or American period features. All initial ground disturbing activities will be done under the direct supervision of an archaeologist. Construction crews will use a backhoe fitted with a smooth blade to facilitate the quick identification of features.
- If potentially significant features are discovered, or known features are uncovered, the archaeologists will work with the University and project design team to determine if the features can be preserved in place. If preservation is not possible archaeologists will mitigate project impacts to less than significant through data recovery excavation, analysis, and reporting.
- If Mission period features are discovered, archaeologists will follow the specific field and laboratory methods developed during the extensive excavations at the adjacent parking structure and Art and Art History project site. Specifically, archaeologists will excavate features to a depth just below the vertical impact zone; will wash and assay the materials, prepare a sampling strategy that meets reasonable scientific and professional standards; analyze and describe a sample from each artifact class; report on and interpret findings; and curate both analyzed materials and unsorted materials in the Archaeological Research Lab on campus. All decisions on excavation sampling, and analysis will be made in consultation with the Campus Archaeologist. If data recovery is determined to be appropriate, excavation will target recovery of an appropriate amount of information from archaeological deposits to determine potential of the resource to address specific research questions. If it occurs, data recovery will emphasize understanding of the archaeological deposit's structure, including features and stratification, horizontal and vertical extent, and content including the nature and quantity of artifacts.
- If American period features are discovered, other than the remains of the trolley line, the archaeological team will record the surface of the feature, determine the possible age of the deposit, and assess the significance in relation to the research questions defined in this Treatment Plan. Generally non-structural remains from the nineteenth and very early twentieth centuries (e.g. refuse pits, privies) are potentially significant, while features dating from the later twentieth century (approximately 1920 forward) are not considered significant. Significant American period features will be preserved intact if possible. If preservation is not possible project impacts will be mitigated to less than significant through data recovery excavations, analysis, and reporting. The University's archaeological research lab will take the lead role in the analysis, interpretation, and curation of materials from American period features, and findings, determine the potential age of the features.

- The archaeological team will maintain constant coordination with Campus Safety Services to ensure the site is routinely monitored. The intent is to avoid creating an “attractive nuisance” for safety reasons as well as to keep the archaeological record free from looting activities.
- There will be no visitors on site without prior University approval. During the archaeological field phase, site and crew safety will be stressed. Crew safety is of special concern during any mechanical excavation.
- The team will also conduct ongoing in-field discussions with Operations staff about the design of the project.

MM CUL 1-2:

Reporting: The findings report(s) will follow the outline below and will focus on particular finds encountered during the excavation. All reports will at a minimum meet the Secretary of the Interior's Standards for Archaeological Documentation. The report will be submitted to the applicant and all reviewing agencies, and will ultimately be filed with the Northwest Information Center at Sonoma State University.

The technical report on project results may address the following elements:

- executive summary;
- statement of scope, including project location and setting;
- background contexts or summaries;
- summary of previous research, historical and archaeological;
- research goals and themes;
- field and laboratory methodologies;
- descriptions of recovered materials;
- findings and interpretations, referencing research goals;
- conclusions;
- references cited; and
- appendices such as artifact catalogs, special studies, and other information relevant to the project and findings.

MM CUL 1-3:

Discovery of Human Remains: Procedures for the treatment of human remains are well defined in various California laws and codes. The Native American Heritage Commission (NAHC) acts as a central point of contact for notification of Native Americans, and arbitration between the Native American representative and the property owner (who is also the owner of the remains) and any associated archaeological materials. These procedures are set forth in the California Public Resources Code 5097.9; specifically 5097.98 Notification of discovery of Native American human remains, descendants, and disposition of human remains and associated grave goods. NAHC guidelines have changed over time and the University will follow NAHC recommendations and Public Resource Codes current at the time of the discovery.

Discovery. When human remains are discovered (in either an archaeological or construction context), the University will notify the Santa Clara County Coroner who will determine if the remains are or are suspected to be of Native American origin (cf. Section 7050.5c of the Health and Safety Code). This is often done in consultation with the archaeological investigator or on occasion in consultation with a forensic or physical anthropologist. If this determination is made, the Coroner will notify the NAHC.

Notification of Most Likely Descendent (MLD). The NAHC will notify those persons it believes are most likely descended from the deceased Native American. This is usually a single individual although for a number of reasons, the NAHC may assign more than one MLD. The MLD will likely be on the original consultation list; however, this is not always the case, as some individuals have removed themselves from the general consultation list due to the flood of requests for comments.

Inspection and Recommendations. The MLD will have 48 hours to inspect the finds and make recommendations to the University regarding the disposition of the remains. If the MLD fails to make a recommendation or the MLD and the University fail to come to an agreement (with mediation provided by the NAHC) the University will respectfully reinter the remains and associated artifacts in a safe place on University property.

4.5.3.2 Paleontological Resources

Paleontological resources are the fossilized remains of organisms from prehistoric environments found in geologic strata. Geologic units of Holocene age are generally not considered sensitive for paleontological resources, because biological remains younger than 10,000 years are not usually considered fossils. These sediments have low potential to yield fossil resources or to contain significant nonrenewable paleontological resources. These recent sediments, however, may overlie older Pleistocene sediments with high potential to contain paleontological resources. These older sediments, often found at depths of greater than 10 feet below the ground surface, have yielded the fossil remains of plants and extinct terrestrial Pleistocene vertebrates. It is very unlikely that paleontological resources will be discovered on-site due to the distance of the site from the Bay and because no paleontological resources have been discovered in this area of Santa Clara. **(No Impact)**

4.5.3.3 Historic Building Impacts

Implementation of the proposed project would not directly result in the alteration, removal, or demolition of any historic building and would not impact any historic buildings in the project area. **(No Impact)**

4.5.3.4 Historic Roadway Grid

As discussed in Section 4.5.1.2, Franklin Street is part of the original street grid that was established when the City was founded in the mid-1800's. From the 1850's to the early 1900's, this roadway was an important transportation link between downtown Santa Clara and San Jose and provided

access to the Santa Clara Train Depot. Currently, however, the roadway is fragmented and the surrounding land uses significantly altered.

The historic analysis in the Treatment Plan states that under the City's Criteria for Historical or Cultural Significance, the two remaining segments of Franklin Street are locally significant under Criterion 5 due to development during the American Period (post Mission Period). To be historically or culturally significant under Criterion 5 a property must meet the following requirements:

“A building's direct association with broad patterns of local area history, including development and settlement patterns, early or important transportation routes or social, political, or economic trends or activities. Included is the recognition of urban street pattern and infrastructure.”

The historic analysis also states that “The integrity of Franklin Street as a whole has been so severely compromised that it is almost non-existent.” Specifically, the removal of the rail line, the truncation of Franklin Street, and the loss of most all original structures along the roadway.

In accordance with the City's Criteria for Local Significance, integrity refers to a property's ability to convey its significance. Significance is conveyed by the retention of a resource's visual and physical characteristics and its surroundings. The National Register criteria recognizes seven aspects to integrity. The seven aspects of integrity are location, design, setting, materials, workmanship, feeling, and association. To retain historic integrity, a property will always possess several, and usually most, of these aspects. Properties must have sufficient integrity in addition to meeting the criterion for significance in order to be considered a qualified historic resource at the local, State, or Federal level.

Currently, the project segment of Franklin Street retains its location, but all other aspects of integrity have been altered as noted above. As proposed, the project would close the identified segment of Franklin Street to automobile traffic but would maintain the original grid pattern of the street by maintaining the sidewalks and curbs. As a condition of approval, the project would include a plaque or other interpretative display to relay the history of the rail line and street grid and incorporate decorative elements within the new hardscape and landscaping. The final design of the plaque or interpretive display and the decorative elements within the pedestrian mall would be made by the Department of Planning and Inspection based on recommendations from *Albion Environmental* and the Historical and Landmarks Commission. Because the street grid would not be altered and the roadway does not retain historic integrity, closure of the identified segment to create a pedestrian mall does not constitute a significant impact. **(Less Than Significant Impact)**

4.5.3 Conclusion

With implementation of the approved Cultural Resources Treatment Plan prior to construction of the proposed project, the project would have a less than significant impact on known and unknown subsurface resources and human remains. **(Less Than Significant Impact With Mitigation)**

The proposed project would have a no impact on historic buildings or paleontological resources and would have a less than significant impact on the historic roadway grid. **(Less Than Significant Impact)**

4.6 HAZARDS AND HAZARDOUS MATERIALS

4.6.1 Setting

4.6.1.1 Site History

The project area was first developed in 1777 when Mission Santa Clara was founded. The Mission and its outlying developments remained occupied until approximately 1841. Just after the Mission Period (approximately 1850), the project area began to be redeveloped. During this period, the project area was developed with houses and small orchards and the existing roadway grid was originally surveyed. The first electric trolley rail line between San Jose and Santa Clara became operational in 1888 but ended at the Santa Clara city limits. The rail line was extended along Franklin Street, into downtown Santa Clara (the end station), by the mid-1890's. The rail line was operational until 1938.

4.6.1.2 Current Site Use

The project site is comprised of two roadway segments of Franklin Street and Alviso Street. The roadways are not hazardous materials generators and no hazardous materials are stored on the site.

4.6.1.3 Surrounding Land Uses

The project site is located in an urban area that has a mix of public, commercial and residential land uses and is adjacent to the University. The Jesuit Residence is located north and west of the site and the Art/Art History building for the University is located north and east of the site. A parking garage for the University is located east of the site, just north of the Art/Art History building.

4.6.1.4 On-Site Sources of Contamination

Based on the historic land uses of the project site and the project area, it is reasonable to assume that native soils on-site have residual contamination from historic agricultural activities. In addition to previous agricultural operations, a rail line previously operated along Franklin Street. Rail lines are known to have a variety of hazardous materials including metals, herbicides, oils and other hydrocarbons, and chemicals used to preserve rail ties. It is known that the rail ties were not removed when the rail line was discontinued and the current road bed was poured on top of the rail ties. Therefore, it can be assumed that any contaminated soil associated with operation of the rail line is still on-site.

GeoTracker is the State Water Quality Control Board's data management system for managing sites that impact groundwater, especially those sites that require groundwater cleanup as well as permitted facilities such as operating underground storage tanks (USTs) and land disposal sites. Based on the data provided by GeoTracker, there are no documented USTs or cleanup sites on the project site.⁴

⁴ GeoTracker Website. www/Geotracker.waterboards.ca.gov Accessed February 10, 2016.

4.6.1.5 Off-Site Sources of Contamination

The GeoTracker database identified four sites with leaking underground storage tanks (LUSTs) within a one-eighth mile radius of the project site. Three sites were located one block northeast of the project site and one is located immediately north of the project site. All four sites are down-gradient to the project site. All four sites been remediated and issued case closure status.

The remaining land uses surrounding the project site include various University buildings (including the parking structure and Art/Art History Building), single-family houses, the Jesuit Residence, and small neighborhood-serving commercial businesses. It is reasonable to assume that household and business chemicals such as cleaning agents, pesticides, herbicides, and paint may be stored on these sites. These chemicals would, however, be stored in small quantities. Automotive repair shops in the project area likely use and store petroleum based products which, if not properly stored can significantly impact soil and groundwater. The automotive repair shops are, however, all down-gradient from the project site.

4.6.2 Environmental Checklist and Discussion of Impacts

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
Would the project:					
1. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2,3
2. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1,2,3,7
3. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2,3,7
4. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, will it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,3,7
5. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, will the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,3

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
Would the project:					
6. For a project within the vicinity of a private airstrip, will the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,3
7. Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,3
8. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,3

4.6.2.1 Impacts From On-Site Conditions

Agricultural Land Uses

The project area was occupied by small farms from about 1850 to the early 1900's. The project site was part of the large Rancheria that occupied that area after the close of the Mission and may have been part of a larger farming operation until the roadway grid was put in place. The current roadway grid was first surveyed in 1847.

Because of the past agricultural uses in the project area, it is reasonable to assume that pesticides and other agricultural chemicals were used as part of the normal land operations. It is common to find arsenic, lead, and dichlorodiphenyltrichloroethane (DDT) residue in the soil in Santa Clara County from past farming operations. The historic farms in this area were, however, present more than 100 years ago before chemicals were commonly used. Because the farms were small, it is assumed that only small quantities of herbicides and pesticides were used on-site. In addition, because of the amount of time that has passed since the farms were operational, the fact that the roadway grid was installed early in the development of the area (thereby limiting farming operations within the roadway alignments) and the likelihood of fill material on-site, if there are still residual contaminants in the native soil they would not be in high enough concentrations to cause a significant impact to construction workers, future maintenance workers, or anyone else exposed to the soils on-site. (**Less Than Significant Impact**)

Rail Line Operations

The electric rail line between downtown Santa Clara and San Jose operated from approximately 1895 until 1938. During this time, rail operations would have resulted in localized soil contaminants from the rail cars (metal and oils), herbicides to maintain the tracks, and chemicals used to preserve the rail ties. When rail operations ended, the rails were removed but the ties were retained in place and covered with asphalt. As a result, any soil contamination resulting from operation of the rail line would likely still be on-site.

Impact HAZ-1: Implementation of the proposed project could expose construction workers to contaminated soil from historic rail operations. **(Significant Impact)**

Mitigation and Avoidance Measures

MM HAZ-1.1: After removal of the asphalt and rail ties but prior to the issuance of grading and trenching permits, shallow soil samples shall be taken along the entire rail alignment within the boundaries of the project site to determine if contaminated soil is located on-site with concentrations above established Regional Water Quality Control Board (RWQCB) construction/trench worker thresholds. The soil sampling plan must be reviewed and approved by the Santa Clara Fire Chief prior to initiation of work.

MM HAZ-1.3: Once the soil sampling analysis is complete, a report of the findings will be provided to the Santa Clara Fire Chief, Director of Planning and Inspection, and other applicable City staff for review.

MM HAZ-1.4: If contaminated soils are found in concentrations above established thresholds, regulatory oversight shall be initiated by the City and a Site Management Plan (SMP) will be prepared and implemented (as outlined below). Regulatory oversight may be provided by the County of Santa Clara Department of Environmental Health (SCCDEH), the RWQCB, or the California Department of Toxic Substances Control (DTSC). Any contaminated soils found in concentrations above established thresholds shall be removed and disposed of according to California Hazardous Waste Regulations. The contaminated soil removed from the site shall be hauled off-site and disposed of at a licensed hazardous materials disposal site.

A SMP will be prepared to establish management practices for handling impacted soil material that may be encountered during site development and soil-disturbing activities. Components of the SMP will include: a detailed discussion of the site background; preparation of a Health and Safety Plan by an industrial hygienist; notification procedures if previously undiscovered significantly impacted soil or free fuel product is encountered during construction; on-site soil reuse guidelines based on the California Regional Water Quality Control Board, San Francisco Bay Region's reuse policy; sampling and laboratory analyses of excess soil requiring disposal at an appropriate off-site waste disposal facility; soil stockpiling protocols; soil handling and dust control measures; and protocols to manage groundwater that may be encountered during trenching and/or subsurface excavation activities. Prior to issuance of grading permits, a copy of the SMP must be approved by the City's Director of Planning and Inspection, and the Santa Clara Fire Chief, and the regulatory oversight agency.

With implementation of the proposed mitigation measures, the project would have a less than significant hazardous materials impact from on-site contamination. **(Less Than Significant Impact with Mitigation)**

4.6.2.2 Impacts From Off-Site Contamination

As stated above, there are three LUST sites located one block east of the project site and one LUST site immediately north of the project site. All four sites are down-gradient of the project site and all have been remediated and issued case closure status. Due to the distance between the LUST sites and the project site, these contaminants would only impact the project site if contaminated groundwater reached the site. Based on the directional flow of groundwater, these facilities could not have impacted the project site. **(Less Than Significant Impact)**

4.6.2.3 Other Hazards

The project site is located within two miles of Norman Y. Mineta San José International Airport. The site is within the traffic pattern zone but outside all safety zones for the airport. The project site is in a highly developed urban area and is not adjacent to any wildland areas that would be susceptible to fire.

Implementation of the proposed project would not result in any impacts from nearby airports or wildland fires. In addition, while the project would reroute automobile traffic between Lafayette Street and the Franklin Street cul-de-sac, the project would not impact any adopted emergency response plan or emergency evacuation plan because EVA access would still be provided. **(No Impact)**

4.6.3 Conclusion

Implementation of the proposed mitigation measures would reduce identified hazardous materials impacts to a less than significant level. **(Less than Significant Impact with Mitigation)**

4.7 HYDROLOGY AND WATER QUALITY

4.7.1 Setting

4.7.1.1 Flooding

Based on the Federal Emergency Management Agency's (FEMA) Flood Insurance Rate Maps, the project site is within Zone X (Map 06085C0227H dated May 2009). Flood Zone X is defined as areas of 0.2 percent annual chance flood, areas of one percent annual chance flood with average depths of less than one foot or with drainage areas of less than one square mile, and areas protected by levees from one percent annual chance flood. There are no waterways on or near the project site. The closest waterway is the Guadalupe River, located approximately 1.4 miles west of the project site.

4.7.1.2 Dam Failure

Based on the Santa Clara Valley Water District dam failure inundation hazard maps, the project site is located outside the Lexington Reservoir and the Andersen Dam failure inundation hazard zones.^{5 6}

4.7.1.3 Seiches, Tsunamis, and Mudflows

There are no landlocked bodies of water near the project site that will affect the site in the event of a seiche. There are no bodies of water near the project site that will affect the site in the event of a tsunami.⁷ The project area is flat and there are no mountains in proximity that will affect the site in the event of a mudflow.

4.7.1.4 Storm Drainage System

The City of Santa Clara owns and maintains the municipal storm drainage system which serves the project site. The lines that serve the project site drain into the Guadalupe River. The Guadalupe River flows north, carrying effluent from the storm drains into San Francisco Bay. There is no overland release of stormwater directly into any water body from the project site.

The existing roadways are 100 percent impervious.

4.7.1.5 Groundwater

The underground basin over which the City of Santa Clara is located comprises the largest of three inter-connected groundwater basins in Santa Clara County. Hydrologically, the Santa Clara Valley groundwater basin is separated into two zones: the "forebay" and "pressure" zones. Geological conditions in the forebay zone allow precipitation, stream flow, and water diverted into percolation

⁵ Santa Clara Valley Water District. *Andersen Dam EAP 2009 Flood Inundation Maps*. 2009. http://www.valleywater.org/uploadedFiles/Services/CleanReliableWater/WhereDoesYourWaterComeFrom/Reservoirs/Anderson_Dam/Anderson%20Inundation%20Maps%202009.pdf?n=6912 Accessed February 10, 2016.

⁶ Santa Clara Valley Water District. *Lexington Reservoir 2009 Flood Inundation Maps*. 2009. <http://www.valleywater.org/Services/LexingtonReservoirAndLenihanDam.aspx> Accessed February 10, 2016.

⁷ Association of Bay Area Governments. *Tsunami Inundation Emergency Planning Map for the San Francisco Bay Region*. <http://quake.abag.ca.gov/tsunamis> Accessed February 10, 2016.

ponds to recharge the deeper aquifers. The pressure zone includes areas of the valley where impervious and generally continuous clay strata overlie the major groundwater aquifers. The City of Santa Clara lies entirely within the pressure zone.

Groundwater levels will typically fluctuate seasonally depending on the variations in rainfall, irrigation from landscaping, and other factors. The project site, two paved roadway segments, does not contribute to the recharging of the groundwater aquifer.

4.7.1.5 Water Quality

The water quality of the Guadalupe River is directly affected by pollutants contained in stormwater runoff from a variety of urban uses. Stormwater from urban uses contains metals, pesticides, herbicides, and other contaminants, including oil, grease, asbestos, lead, and animal wastes.

The Clean Water Act, Section 303, establishes water quality standards and Total Maximum Daily Load (TMDL) programs. The 303(d) list is a list of impaired water bodies. The TMDL program calculates the maximum amount of a pollutant that a water body can receive and still meet water quality standards. The TMDL high priority schedule denotes the most severely impaired water bodies on the 303(d) list.

Currently, the Guadalupe River is listed as a Category 5 impaired waterway on the California 303(d) list⁸. A Category 5 impaired waterway requires development of a Total Maximum Daily Load (TMDL) schedule.⁹ The Guadalupe River is a Category 5 impaired waterway because it contains high levels of Diazinon (a synthetic chemical used in industrial and household insecticides), mercury (from mine tailings), and trash. The USEPA has approved the Diazinon TMDL for the Guadalupe River but the TMDL for mercury and trash is still pending.¹⁰

Nonpoint Source Pollution Program

The Federal Clean Water Act and California's Porter-Cologne Water Quality Control Act are the primary laws related to water quality. Regulations set forth by the U.S. Environmental Protection Agency (EPA) and the State Water Resources Control Board (SWRCB) have been developed to fulfill the requirements of this legislation. EPA's regulations include the National Pollutant Discharge Elimination System (NPDES) permit program, which controls sources that discharge pollutants into the waters of the United States (e.g., streams, lakes, bays, etc.). These regulations are implemented at the regional level by the water quality control boards, which for the Santa Clara area is the San Francisco Regional Water Quality Control Board (RWQCB).

⁸ The Clean Water Act, section 303, establishes water quality standards and TMDL programs. The 303(d) list is a list of impaired water bodies.

⁹ A TMDL is a calculation of the maximum amount of a pollutant that a water body can receive and still meet water quality standards.

¹⁰ State Water Resources Control Board Web Site.

http://www.waterboards.ca.gov/water_issues/programs/tmdl/integrated2010.shtml Accessed February 10, 2016.

Statewide Construction General Permit

The SWRCB has implemented a NPDES General Construction Permit for the State of California. For projects disturbing one-acre or more of soil, a Notice of Intent (NOI) and Storm Water Pollution Prevention Plan (SWPPP) must be prepared prior to commencement of construction.

Municipal Regional Stormwater NPDES Permit (MRP)/C.3 Requirement

The San Francisco Bay RWQCB also has issued a Municipal Regional Stormwater NPDES Permit (Permit Number CAS612008) (MRP). In an effort to standardize stormwater management requirements throughout the region, this permit replaces the formerly separate countywide municipal stormwater permits with a regional permit for 77 Bay Area municipalities, including the City of Santa Clara. Under provisions of the NPDES Municipal Permit, redevelopment projects that disturb more than 10,000 square feet are required to design and construct stormwater treatment controls to treat post-construction stormwater runoff. Amendments to the MRP require all of the post-construction runoff to be treated by using Low Impact Development (LID) treatment controls, such as biotreatment facilities. The Santa Clara Valley Urban Runoff Pollution Prevention Program (SCVURPPP) assists co-permittees, such as the City of Santa Clara, implement the provisions of the Municipal NPDES Permit.

Hydromodification

In addition to water quality controls, the Municipal Regional Stormwater NPDES permit requires all new and redevelopment projects that create or replace one acre or more of impervious surface to manage development-related increases in peak runoff flow, volume, and duration, where such hydromodification is likely to cause increased erosion, silt pollutant generation or other impacts to beneficial uses of local rivers, streams, and creeks. Projects may be deemed exempt from the permit requirements if they do not meet the size threshold, drain into tidally influenced areas or directly into the Bay, drain into hardened channels, or are infill projects in subwatersheds or catchments areas that are greater than or equal to 65 percent impervious (per the Santa Clara Permittees Hydromodification Management Applicability Map).

Based on the SCVUPPP Watershed Map for the City of Santa Clara, the project site is within a subwatershed that is greater than or equal to 65 percent impervious. As a result, the project is not subject to the NPDES hydromodification requirements.¹¹

4.7.2 Environmental Checklist and Discussion of Impacts

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
Would the project:					
1. Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2,3

¹¹ Santa Clara Valley Urban Runoff Pollution Prevention Program web site. http://www.scvurppp-w2k.com/hmp_maps.htm Accessed February 10, 2016.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
Would the project:					
2. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there will be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells will drop to a level which will not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,3
3. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which will result in substantial erosion or siltation on-or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,3
4. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which will result in flooding on-or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,3
5. Create or contribute runoff water which will exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2,3
6. Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2,3
7. Place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,3,8
8. Place within a 100-year flood hazard area structures which will impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,3,8
9. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,3,9
10. Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,3,10

4.7.2.1 Flooding Impacts

The project site is located within Flood Zone X. The project proposes to replace two roadway segments with a pedestrian mall and would not result in any structures that would be impacted by

flood waters. Therefore, implementation of the proposed project would not result in people or structures being exposed to any significant flood risk. **(No Impact)**

4.7.2.2 Storm Drainage Impacts

The project site is comprised of two paved roadway segments totaling 1.36 acres (approximately 60,738 square feet) in area. The entire site is currently impervious. Implementation of the proposed project would decrease the amount of impervious surfaces on-site from 100 to 63 percent. This decrease would substantially decrease the amount of stormwater runoff entering the existing storm drainage system.

Implementation of the proposed project would result in a mix of impermeable pavers, other hardscape, a rain garden, and landscaped areas. The proposed project would result in approximately 38,134 square feet (approximately 63 percent) of the project site being covered in impervious surfaces, a decrease of 37 percent. As a result, the proposed project would reduce the demands upon the storm drainage system compared to the current land use and would be not exceed the capacity of the stormdrain lines that serve the project site. **(No Impact)**

4.7.2.3 Groundwater Impacts

The proposed project would have more permeable surface area than the existing condition, resulting in a slight increase in the recharging of the groundwater aquifers. Implementation of the project would not interfere with groundwater flow or expose any aquifers. The project would not deplete the existing groundwater supply or impact the groundwater aquifer. **(No Impact)**

4.7.2.4 Water Quality Impacts

Construction Impacts

Implementation of the proposed project would require removal of the existing pavement and grading of the site. Demolition and construction activities would temporarily increase the amount of debris on-site and grading activities could increase erosion and sedimentation that could be carried by runoff into natural waterways. The project would disturb more than one acre of land and would be required to comply with the RWQCB's General Permit for Construction, including preparation of a SWPPP for construction activities.

Per City requirements the following measures, based on RWQCB recommended best management practices, have been included in the project as a Condition of Approval to reduce potential construction-related water quality impacts:

Construction Measures

- Burlap bags filled with drain rock will be installed around storm drains to route sediment and other debris away from the drains.
- Earthmoving or other dust-producing activities would be suspended during periods of high winds.

- All exposed or disturbed soil surfaces would be watered at least twice daily to control dust as necessary.
- Stockpiles of soil or other materials that can be blown by the wind would be watered or covered.
- All trucks hauling soil, sand, and other loose materials would be covered and all trucks would be required to maintain at least two feet of freeboard.
- All paved access roads, parking areas, staging areas and residential streets adjacent to the construction sites would be swept daily (with water sweepers).
- Vegetation in disturbed areas would be replanted as quickly as possible.

Compliance with the RWQCB permit and City requirements would result in a less than significant stormwater impact during construction of the project. **(Less Than Significant Impact)**

Operational Impacts

Implementation of the proposed project would result in an overall reduction in stormwater runoff due to an approximately 37 percent decrease in impermeable surfaces over existing conditions. As the pedestrian mall would no longer operate as a roadway but instead be limited to maintenance and emergency vehicles, the amount of grease, oil, and heavy metals in stormwater runoff from the site would also be reduced. Runoff from the landscaping could, however, increase the amounts of pesticides, herbicides, and fertilizers. Although the amounts of these pollutants ultimately discharged into the waterways are unknown, over time they could accumulate and be substantial.

The project would add or replace more than 10,000 square feet of impervious surfaces, so it must conform to the requirements of the Municipal Regional Stormwater NPDES permit. Conformance is illustrated in the conceptual Stormwater Control Plan (on file at the Santa Clara Planning Department) and would be finalized in the final Stormwater Control Plan at the Development Permit stage of this project. The plan would be certified by an engineer to ensure incorporation of appropriate and effective source control measures to meet Low Impact Development (LID) requirements to prevent discharge of pollutants, reduce impervious surfaces, retain a percentage of runoff on-site for percolation, and treatment control measures to remove pollutants from runoff entering the storm drainage system.

The conceptual Stormwater Control Plan (SWCP) includes approximately 22,604 square feet of pervious areas including landscaping consisting of groundcover, shrubs, and trees along the paver walkways and a rain garden near the southwest corner of the Franklin Street/Alviso Street intersection. These areas would serve to percolate stormwater on the project site through the soil and filter runoff through vegetation. The site would be graded to direct the flow of stormwater into the landscaped areas prior to entering the storm drainage system, which would optimize on-site stormwater filtration.

The proposed treatment facilities would have sufficient capacity to treat the stormwater runoff entering the storm drainage system. In addition, the project would be required to maintain all post-construction treatment control measures, as outlined below, throughout the life of the project.

The following measures, based on the RWQCB Best Management Practices (BMPs) and the City requirements, are included as a Condition of Approval to ensure compliance with NPDES permit requirements to reduce post-construction water quality impacts.

- When the construction phase is complete, a Notice of Termination (NOT) for the General Permit for Construction will be filed with the RWQCB and the City of Santa Clara. The NOT will document that all elements of the SWPPP have been executed, construction materials and waste have been properly disposed of, and a post-construction stormwater management plan is in place as described in the SWPPP for the project site.
- All post-construction Treatment Control Measures (TCMs) will be installed, operated, and maintained by qualified personnel. On-site inlets will be cleaned out at a minimum of once per year, prior to the wet season.
- The property owner/site manager will keep a maintenance and inspection schedule and record to ensure the TCMs continue to operate effectively for the life of the project. Copies of the schedule and record must be provided to the City upon request and must be made available for inspection on-site at all times.

With implementation of the project's proposed SWCP, the project would not violate any adopted water quality standards or waste discharge requirements. Runoff would be routed directly from the treatment facilities to the storm drainage system and would not flow off-site. Installation and maintenance of the proposed stormwater treatment systems would result in a less than significant impact on water quality. **(Less Than Significant Impact)**

4.7.2.5 Seiches, Tsunamis, and Mudflows

As discussed in Section 4.6.1.3 above, there are no landlocked bodies of water near the project site that would affect the site in the event of a seiche. There are no bodies of water near the project site that would affect the site in the event of a tsunami. The project area is flat and there are no mountains in proximity that would affect the site in the event of a mudflow. **(No Impact)**

4.7.2.6 Drainage Pattern Impacts

Implementation of the proposed project would not substantially alter the existing drainage pattern of the site or area through the alteration of any waterway. As a result, the project would not substantially increase erosion or siltation or increase the rate or amount of stormwater runoff. **(Less Than Significant Impact)**

4.7.3 Conclusion

With conformance with regulatory and City requirements, the project would have a less than significant impact on stormwater quality. The project would not deplete the groundwater supply, increase stormwater runoff, or expose people or structures to flood hazards. **(Less Than Significant Impact)**

4.8 LAND USE

4.8.1 Setting

The project site is comprised of segments of two roadways, Franklin Street and Alviso Street. The project segment of Franklin Street to be vacated and modified extends from 125 feet east of the Franklin Street/Lafayette Street intersection to the western edge of The Alameda. The northern frontage of this segment is developed with a small two-story apartment building owned by the University and the two-story Jesuit Residence. An Art/Art History building for the University is located along this segment between Alviso Street and The Alameda. The southern frontage is developed with two University buildings including the Music & Dance Facility and the Alumni Science Hall. A driveway to a small surface parking lot is located on the south side of the Franklin Street/Alviso Street intersection. There are no privately-owned structures or property access along the Franklin Street segment of the project site.

The project segment of Alviso Street proposed to be vacated extends north from Franklin Street to the southern edge of Benton Street. Physical improvements on Alviso Street would extend north from Franklin Street to the southern end of the Jesuit Residence driveway (approximately 105 feet north of Franklin Street). The Jesuit Residence is located along the western frontage of the roadway. The Art/Art History building, parking structure, and Larder House are located along the eastern frontage. There are no privately-owned structures or property access along the Alviso Street segment of the project site that is proposed to be modified.

The section of Franklin Street immediately west of the project roadway segment (between the project site and Lafayette Street) provides automobile access to the University-owned apartment building.¹² No other existing buildings have direct automobile access from Franklin Street on this segment of the roadway. East of the project site, a driveway into an existing University parking lot is located at the intersection of The Alameda and Franklin Street. An exit-only driveway to another University parking lot is located at the intersection of Sherman Street and Franklin Street. East of The Alameda, Franklin Street also provides access to multiple privately-owned and University owned residences.

The section of Alviso Street proposed to be vacated but not modified (i.e., retained as a functional roadway) provides automobile access to the Jesuit Residence underground parking structure, a small surface lot for visitors to the Jesuit Residence, and the University parking garage. The Larder House was previously relocated to the southeast corner of Benton Street and Alviso Street, but does not have automobile access or on-site parking.

General Plan and Zoning Designations

The project site is comprised of two roadway segments. Roadway segments are not assigned General Plan and zoning land use designations. The project site is, however, located within the Santa Clara Station Focus Area.

¹² The driveway for this apartment building is west of the project roadway segment and will not be impacted by the proposed project.

The General Plan Circulation Element identifies Franklin Street and Alviso Street as “local streets”. By definition, local streets equally accommodate automobiles, bicycles and pedestrian within the public right-of-way. Transit use and truck traffic, if any, is incidental. These streets are designed for lower traffic volumes and have two traffic lanes, 40 to 60-foot right of ways, and travel speeds of 25 miles per hour. Sidewalks, street trees, and pedestrian amenities are encouraged to slow traffic. Alviso Street, between Market Street and Harrison Street, is also identified as a future bicycle route in the General Plan.

4.8.2 Environmental Checklist and Discussion of Impacts

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
Would the project:					
1. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,3
2. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,3
3. Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,3

4.8.2.1 **Land Use Impacts**

The development surrounding the project site is comprised entirely of University buildings. The proposed pedestrian mall would physically connect the main campus to the outlying buildings and parking structure north of Franklin Street. Implementation of the proposed project would result in the rerouting of some traffic from Franklin Street to Benton Street, primarily University students/faculty and residents living on Franklin Street east of The Alameda. While automobile traffic would be diverted to adjacent roadways, the project would provide greater pedestrian access. Though circulation patterns would change, the project would not physically divide an established neighborhood. **(No Impact)**

The section of Alviso Street between Market Street and Harrison Street is identified in the General Plan as a future bicycle route. Bicycle routes are designed by signage only and do not require physical improvements such as designed lanes. The segment of Alviso Street that would be closed would become part of the University campus and be designated as private property. As such, no public bicycle routes could be designated on this segment of the roadway. The City’s proposed bike route plan is scheduled to be updated. If the proposed project is approved, the identified segment through the project site would not be included in the final plan.

The Santa Clara Station Focus Area defines Benton Street as a pedestrian connection through the Focus Area. The proposed pedestrian mall would result in additional automobile traffic on Benton Street. The increase, however, would be minimal, as discussed in Section 4.10, *Transportation*. The increase in traffic on Benton Street would not preclude the use of Benton as a pedestrian thoroughfare, but installation of the pedestrian mall may divert some pedestrian traffic to Franklin Street even though it would be part of the private University campus.

Implementation of the proposed project would not conflict with any applicant land use plans, policies, or regulations. **(No Impact)**

The project site is not located within an adopted Habitat Conservation Plan (HCP), Natural Community Conservation Plan (NCCP) or other approved local, regional, or State habitat conservation plan. **(No Impact)**

4.8.3 Conclusion

Implementation of the proposed project would have no land use impacts. **(No Impact)**

4.9 NOISE

4.9.1 Setting

Based on the City's General Plan Noise Element, Table 4.9-1 shows the noise levels considered compatible with specific land uses. Educational land uses are considered compatible with L_{dn} noise levels of up to 55 dBA and acceptable with design and insulation techniques in areas with L_{dn} noise levels up to 70 dBA.

TABLE 4.9-1 Noise and Land Use Compatibility (Ldn & CNEL)																	
Land Use	50		55		60		65		70		75		80		85		
Residential																	
Educational																	
Recreational																	
Commercial																	
Industrial																	
Open Space																	
	Compatible																
	Require Design and insulation to reduce noise levels																
	Incompatible. Avoid land use except when entirely indoors and an interior noise level of 45 Ldn can be maintained																
Source: City of Santa Clara 2010-2035 General Plan																	

4.9.1.2 Existing Noise Environment

The project site is two roadway segments of Franklin Street and Alviso Street, two blocks west of El Camino Real and approximately 1,400 feet west of the railroad tracks at the Santa Clara Transit Station. Noise in the project area is generated primarily from vehicular traffic along El Camino Real and, to a lesser extent, by the Transit Station and planes flying in and out of Norman Y. Mineta San José International Airport. The City of Santa Clara General Plan shows the noise levels at the project site as less than 60 dBA.¹³ There are sensitive noise receptors adjacent or within close proximity to the project site, including the Jesuit Residence and nearby housing on Benton and Franklin Streets.

¹³ City of Santa Clara. 2010. *City of Santa Clara 2010-2035 General Plan, Section 5.10.6 Noise Goals and Policies*, Figure 5.10-4.

4.9.2

Environmental Checklist and Discussion of Impacts

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
Would the project result in:					
1. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2,3
2. Exposure of persons to, or generation of, excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2,3
3. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2,3
4. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2,3
5. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, will the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2,3
6. For a project within the vicinity of a private airstrip, will the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,3

4.9.2.1 Noise Impacts from the Project

Operational Noise

The proposed pedestrian mall would not have any mechanical equipment or operations that would generate noise. The pedestrian mall would operate as a pedestrian pathway between the main campus and the University buildings on the north side of Franklin Street between Lafayette Street and The Alameda. It may also likely be used as passive open space. None of these activities would increase ambient noise levels at nearby sensitive receptors and the project would have no operational noise impact. **(No Impact)**

Project-Generated Traffic Noise

On average, a perceptible increase in ambient noise levels is three dBA. For a three dBA increase to occur, traffic trips on a roadway segment need to double. Based upon the transportation study prepared by *Hexagon Transportation Consultants* (Appendix A of this document), the project itself would not generate any traffic. The partial closure of Franklin Street would result in automobile

traffic rerouting to Benton Street. This increase in traffic on Benton Street would be well below the volume necessary to double traffic (see Section 4.10, *Transportation*). Therefore, there would not be a noticeable increase in the ambient noise level in the project area due to project-related traffic. **(Less Than Significant Impact)**

Construction Impacts

Construction activities associated with implementation of the proposed project would temporarily increase noise levels in the project area. Construction activities generate considerable amounts of noise, especially during the construction of project infrastructure when heavy equipment is used. Typical average construction generated noise levels are about 81 – 89 decibels measured at a distance of 50 feet from the center of the site during busy construction periods (e.g., earth moving equipment, impact tools, etc.) Construction generated noise levels drop off at a rate of about six decibels per doubling of distance between the source and receptor.

The construction of the proposed project would temporarily increase noise levels in the immediate vicinity of the project site and would be audible at the nearby residential receptors.

Compliance with City Code requirements (Section 9.10.230) for construction (listed below) will reduce impacts from construction activities on the project site.

- Construction and demolition activities shall be limited to the period between 7:00 AM and 6:00 PM Monday through Friday and 9:00 AM to 6:00 PM on Saturdays. No construction or demolition activities are permitted on Sundays or holidays.
- Construction crews will be required to use available noise suppression devices and properly maintain and muffle internal combustion engine-driven construction equipment.
- The applicant shall designate a disturbance coordinator and post the name and phone number of this person at easy reference points for the surrounding land uses. The disturbance coordinator shall respond to and address all complaints about noise.

Compliance with City Code requirements during construction activities on the project site would result in a less than significant construction noise impact. **(Less Than Significant Impact)**

4.9.2.2 Noise Impacts to the Project

Based on the City's General Plan, the proposed pedestrian mall is located outside the 60 dBA CNEL noise contour and noise levels on-site are below 60 dBA. The City allows recreational land uses in areas with ambient noise levels up to 65 dBA. The ambient noise levels on the project site are consistent with the City's recreational noise standards. As a result, site users would not be impacted by significant ambient noise levels. **(No Impact)**

4.9.3 Conclusion

The project would result in a less than significant noise impact. **(Less Than Significant Impact)**

4.10 TRANSPORTATION

The following discussion is based on a traffic study prepared by *Hexagon Transportation Consultants* in February 2016. The report can be found in Appendix A of this Initial Study.

4.10.1 Setting

The project site is comprised of segments of two roadways, Franklin Street and Alviso Street. The project segment of Franklin Street extends approximately 125 feet east of the Franklin Street/Lafayette Street intersection to the western edge of The Alameda. The project segment of Alviso Street extends north from Franklin Street to the southern edge of Benton Street. Franklin Street is an east-west roadway and ends at a cul-de-sac east of Sherman Street near El Camino Real. Benton Street is a parallel road that provides access between Lafayette Street and El Camino Real immediately north of the project site. In the immediate project area, Alviso Street, a north-south roadway, begins at Franklin Street and provides access north to De La Cruz Boulevard. The Alameda, a north-south roadway, also begins at Franklin Street and terminates four blocks north, just past Harrison Street.

On the project roadway segments and in the immediate vicinity of the project site, the roadways have relatively low traffic volumes. Table 4.10-1 below shows the traffic volumes on the project site based on one week of traffic counts from January 26 to February 1, 2014.¹⁴

TABLE 4.10-1 Daily Traffic Volume Counts Summary¹⁵								
Roadway	Segment	Sun.	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.
Franklin	Lafayette to Alviso	1,269	1,740	1,701	2,275	0	0	0
Franklin	Alviso to The Alameda	715	1,515	1,274	1,832	1,564	1,249	740
Alviso	Franklin to Benton	373	437	643	810	427	609	373

4.10.1.1 Existing Transit Facilities

The Santa Clara Valley Transportation Authority (VTA) operates one bus line (Line 32) along the segment of Franklin Street that would be closed. Line 32 runs from Los Altos and Palo Alto to the Santa Clara Transit Center. Within the project area, the eastbound bus enters Franklin Street from northbound Lafayette Street, stops in front of the Music Building, and exits the project area by turning left onto The Alameda. The westbound bus from the Santa Clara Transit Center does not use Franklin Street but travels on Benton Street to Lafayette Street.

¹⁴ The analysis relies on traffic volume data collected in January 2014, when the traffic analysis was originally initiated. New 2016 counts were not collected because there has been no major development in the project area that would result in a measurable change in traffic volumes on the study roadways. The parking structure at Alviso and Benton Streets had already been completed and was operational at the time the 2014 counts were collected. Furthermore, the parcels along the project site are owned by the University and not accessed by the general public. Therefore, any development that may have occurred along Franklin Street since the original traffic data was collected would not result in a change to traffic volumes in the area. Please refer to pages 3 – 5 of the traffic analysis for a more detailed discussion of the traffic counts.

¹⁵ No counts are available from Wednesday to Saturday on Franklin Street between Lafayette and Alviso because the counting tubes were vandalized at 5:00 AM on Wednesday. The traffic volume for Wednesday was estimated based on traffic on the other roadway segments.

4.10.1.2

Existing Conditions Level of Service

Traffic conditions are evaluated based on the level of service (LOS) of local intersections in the project area. LOS is a qualitative description of operating conditions ranging from LOS A, or free-flowing conditions with little or no delay, to LOS F, or jammed conditions with excessive delays. The correlation between average delay and LOS is shown in Table 4.10-2.

TABLE 4.10-2 Intersection Level of Service Definitions Based on Delay		
Level of Service	Description	Average Control Delay per Vehicle¹⁶
A	Operations with very low delay occurring with favorable progression and/or short cycle lengths.	10.0 or less
B	Operations with low delay occurring with good progression and/or short cycle lengths.	10.1 to 20.0
C	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	20.1 to 35.0
D	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, or high V/C ¹⁷ ratios. Many vehicles stop and individual cycle failures are noticeable.	35.1 to 55.0
E	Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences. This is considered to be the limit of acceptable delay.	55.0 to 80.0
F	Operation with delays unacceptable to most drivers occurring due to over saturation, poor progression, or very long cycle lengths.	Greater than 80.0

Based on the City of Santa Clara's policies, an acceptable operating level of service for local intersections is defined as LOS D or better.

The project analyzed three study intersections in the immediate project area. The study intersections were determined based on the estimated change in traffic patterns resulting from the proposed road segment closures. Table 4.10-3 shows that existing LOS at the study intersections.

TABLE 4.10-3 Existing Study Intersection Level of Service				
No.	Intersection	Peak Hour	Avg. Delay	LOS
1	Lafayette Street and Franklin Street (unsignalized)	AM	35.9	E
		PM	26.9	D
2	Lafayette Street and Benton Street	AM	16.3	B
		PM	17.3	B
3	El Camino Real and Benton Street	AM	15.9	B
		PM	20.5	C

¹⁶ Measured in seconds.

¹⁷ Volume to capacity ratio.

4.10.2 Environmental Checklist and Discussion of Impacts

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
Would the project:					
1. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2,3,11
2. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2,3,11
3. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,3
4. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible land uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,3
5. Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,3
6. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,3

4.10.2.1 **Impact Criteria**

City of Santa Clara – Local Signalized Intersections

Based on City of Santa Clara criteria, a project would cause a significant impact at a signalized intersection if the additional project traffic caused one of the following:

- Cause the level of service at any local intersection to degrade from an acceptable LOS D or better under existing or background conditions to an unacceptable LOS E or F under existing plus project or background plus project conditions; or

- At any local intersection that is already an unacceptable LOS E or F under existing or background conditions, cause the critical-movement delay at the intersection to increase by four or more seconds and the demand-to-capacity ratio (V/C) to increase by .01 or more.

4.10.2.2 Level of Service Impacts

Currently, Franklin Street carries approximately 2,200 daily trips between Lafayette Street and its terminus at the cul-de-sac and Benton Street carries approximately 7,250 daily trips between Lafayette Street and El Camino Real. With the proposed Franklin Street road closure, traffic volumes on Benton Street would increase by approximately 30 percent to 9,500 daily trips. Traffic counts in the project area show that University-related traffic, the primary traffic on Franklin Street, is spread out between 8:30 to 11:00 AM and 2:00 to 6:00 PM. As a result, the increase in traffic trips would be dispersed throughout the daily and would only partially overlap the designated Peak Hours of traffic.

The study intersections were evaluated for level of service under project conditions. As shown in Table 4.10-4 below, the proposed Franklin Street and Alviso Street closures would not significantly change operations at the study intersections.

TABLE 4.10-4 Existing Plus Project Study Intersection Level of Service						
No.	Intersection	Peak Hour	Existing		Existing + Project	
			Avg. Delay	LOS	Avg. Delay	LOS
1	Lafayette Street and Franklin Street (unsignalized)	AM	35.9	E	28.5	D
		PM	26.9	D	16.6	C
2	Lafayette Street and Benton Street	AM	16.3	B	16.8	B
		PM	17.3	B	18.2	B
3	El Camino Real and Benton Street	AM	15.9	B	15.9	B
		PM	20.5	C	20.5	C

With implementation of the proposed project, all study intersections would continue to operate at an acceptable level of service. Therefore, the proposed project would have a less than significant impact under existing plus project conditions. **(Less Than Significant Impact)**

4.10.2.3 Transit Impacts

As stated in Section 4.10.1.1, the VTA Bus Line 32 currently uses Franklin Street to travel eastbound to the Santa Clara Transit Center. The proposed partial street vacation would require the rerouting of the eastbound bus line and the relocation of the bus stop on Franklin Street. Rerouting the line and relocating the bus stop to Benton Street, which is currently used for westbound buses, would not significantly impact the functionality or accessibility of the bus line. As a result, implementation of the proposed project would have a less than significant impact on transit service. **(Less Than Significant Impact)**

4.10.2.4 Bicycle Facilities

The section of Alviso Street between Market Street and Harrison Street is identified in the General Plan as a future bicycle route. Bicycle routes are designated by signage only and do not require physical improvements such as designated lanes. The segment of Alviso Street that would be closed would become part of the University campus and be designated as private property. As such, no public bicycle routes could be designated on this segment of the roadway. The City's proposed bike route plan is schedule to be updated. If the proposed project is approved, the identified segment through the project site would not be included in the final plan.

4.10.2.5 Other Transportation Issues

Airport Operations

The proposed project is located approximately 0.65 miles west of the Norman Y. Mineta San José International Airport. The proposed project would not result in new structures that could interfere with airport operations and would not result in a change in air traffic patterns or obstruct airport operations. **(No Impact)**

Emergency Access

Based upon a review of the conceptual site plan, the proposed project would not increase on-site hazards due to the closure of two roadway segments and would not result in inadequate emergency access. A 20-wide paver path would be installed on both roadway segments for emergency vehicle access and University facilities/maintenance vehicle access through the pedestrian mall. Removable bollards would be installed at all three access points to the pedestrian mall to preclude other vehicles from entering the area. **(No Impact)**

4.10.3 Conclusion

The proposed project would not result in significant transportation impacts. **(Less Than Significant Impact)**

4.11

MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
1. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1-11
2. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1-11
3. Does the project have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1-11
4. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1-11

4.11.1 Findings

The project would result in temporary air quality, water quality, biological (loss of bird nests), and noise impacts during construction. With the implementation of identified best management practices and mitigation measures, the construction impacts would be mitigated to a less than significant level. Because the nature of the identified impacts are temporary and would be mitigated, the proposed project would not have a cumulatively considerable impact on air quality, water quality, hydrology, or noise in the project area.

Implementation of the proposed project would result in the potential loss or damage of street trees adjacent to the site. Trees on adjacent properties would be protected during project construction. The project would have no long-term effect on the urban forest or the availability of trees as nesting and/or foraging habitat. Therefore, the project would not have a cumulatively considerable impact on biological resources.

There are known subsurface resources adjacent to the project site and the site has a high potential for buried historic and/or prehistoric resources. The site also have some probability for human remains.

Because the potential cultural resource impacts from implementation of the project would be mitigated, the proposed project would not have a cumulatively considerable impact on cultural resources in the project area.

There is a probability that the site has localized soil contamination related to the historic rail line operations on-site. The identified hazardous materials impacts would be mitigated and would not result in a cumulatively considerable impact.

The proposed project is consistent with all applicable City land use regulations. As discussed in the respective sections, the proposed project would have no impact or a less than significant impact on aesthetics and transportation

As discussed in Section 4.0, the project would have no measureable effect on agriculture and forest resources, geology and soils, mineral resources, population and housing, public services, recreation, and utility and service facilities. The project would not have a cumulatively considerable impact on these resource areas.

There are no recently approved or reasonably foreseeable projects that, when combined with the proposed project, would result in a cumulatively considerable impact.

4.18.2 Conclusion

Implementation of the proposed project would not result in any significant unavoidable impacts, impacts that are cumulatively considerable, or directly or indirectly cause substantial adverse effects on human beings. **(Less Than Significant Impact With Mitigation)**

Checklist Sources

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Persons Consulted

No persons outside of City staff and referenced technical consultants were consulted during preparation of this Initial Study.

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